



# Dallas District Annual Safety Plan

Mission Zero, Safety Is Intentional

September 1, 2023

# Overview & Annual Reduction Goals



## 2018-2022

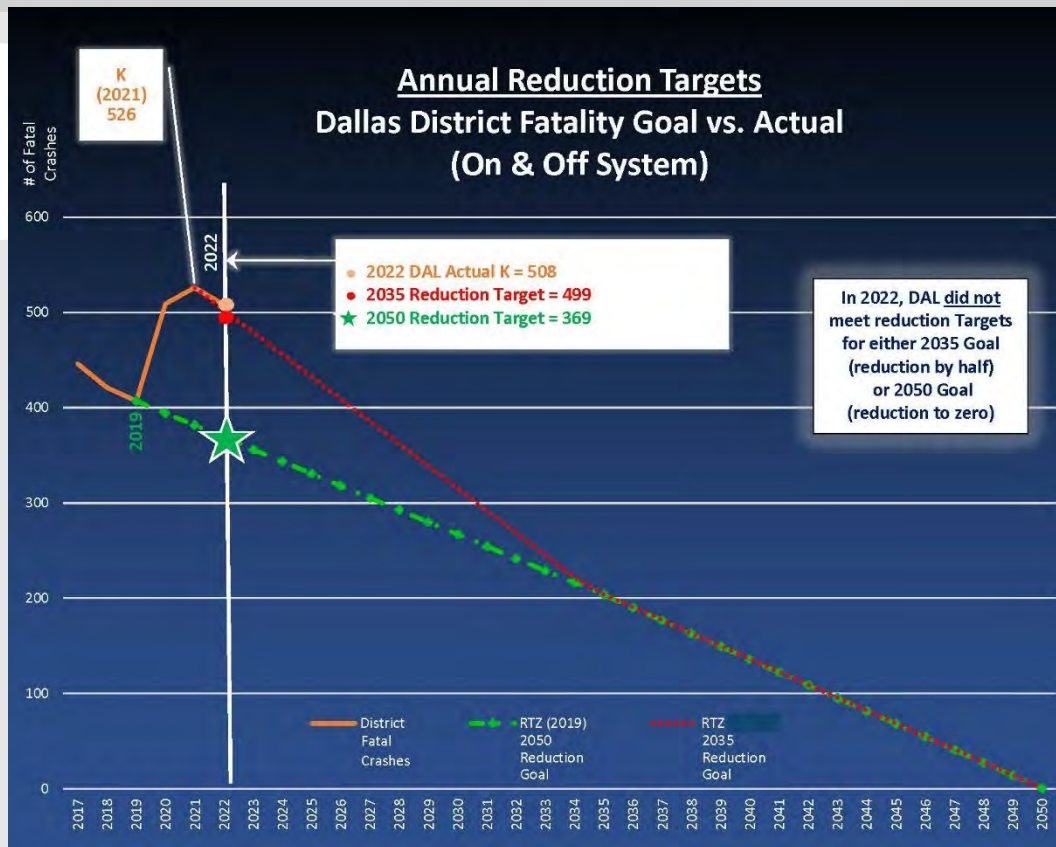
2,373 K crashes

- Ave 475 K crashes/year
- 1.3 K crashes/day

## K Crashes – (2018-2022)

Year	Fatal (K)	RTZ Goal (K) Zero by 2050	RTZ Goal (K) Half by 2035
* 2017	446	---	---
2018	421	---	---
2019	407	407	---
2020	509	394	---
2021	526	382	526
2022	508	369	499

\* 5-year Analysis is for 2018-2022.

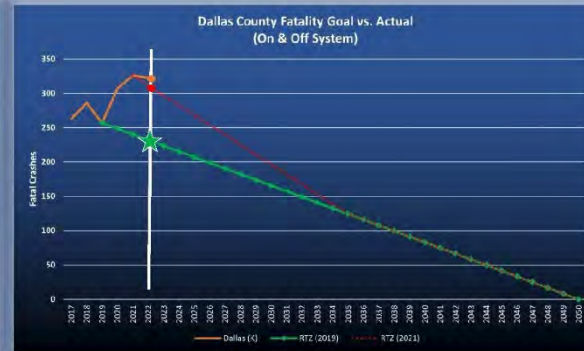


# Overview & Annual Reduction Goals

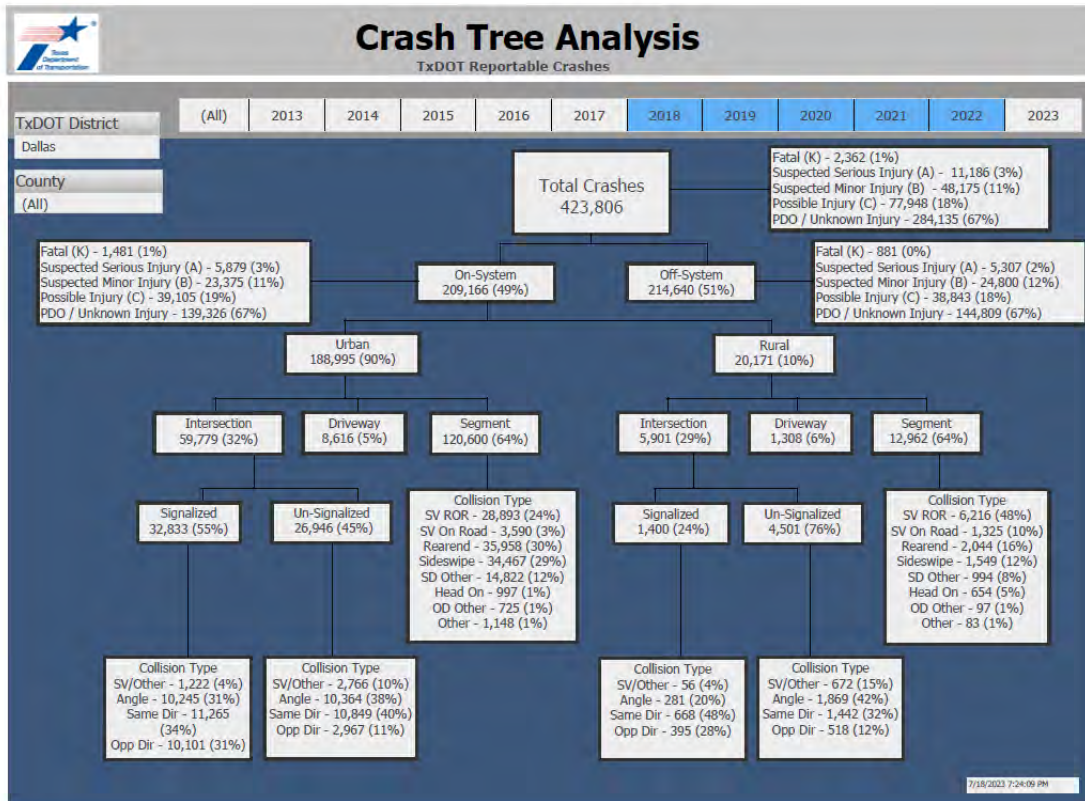


This data has been further examined by County to determine if there are locations within the District that are meeting Annual Reduction Targets. The chart is a list of **actual Kcrashes** by each county, the **2035 reduction target for 2022**, and the **2050 reduction target for 2022**.

Location	Actual K (2022)	Reduction Target for (2035)	2035 Target Achieved (Y/N)	Reduction Target for (2050)	2050 Target Achieved (Y/N)
Collin County	73	48	N	43	N
Dallas County	323	311	N	232	N
Denton County	49	55	Y	43	N
Ellis County	28	31	Y	20	N
Navarro County	8	15	Y	5	N
Kaufman County	20	31	Y	24	Y
Rockwall County	7	9	Y	2	N
Dallas District	508	499	N	369	N



# Crash Trends: Crash Tree Diagram (2018-2022)



## Crash Summary

**Total Crashes: 423,806**

- On-System 49%
- Off-System 51%

**Fatal (K) Crashes: 2,373**

**Suspected Serious injury (A) crashes: 11,187**

**Total KA crashes during the 5-year time period is 13,560.**

**On-System Fatal Crashes: 1,485 (63%)**

**Off-System Fatal Crashes: 888 (37%)**

# Crash Trends: Emphasis Areas (2018-2022)



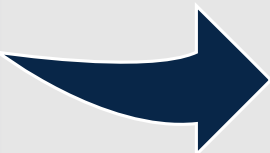
## Tx SHSP Emphasis Areas



- 1. Occupant Protection & Post Crash Care are new to the TxSHSP this year.
- 2. Strategies and implementation activities that address younger and older drivers were integrated into other EA sections.

Emphasis Area	% Total Fatal & Suspected Injury Crashes	% Total Fatalities & Suspected Serious Injuries
Roadway & Lane Departure	35%	34%
Speed Related	32%	33%
Intersection Safety	32%	32%
Occupant Protection	19%	21%
Impaired Driving	18%	19%
Distracted Driving	15%	15%
Vulnerable Road Users: Pedestrian	11%	10%
Vulnerable Road Users: Pedalcyclist	2%	2%
Post-Crash Care	N/A	N/A
Younger Drivers*	16%	17%
Older Drivers*	13%	14%

## DAL Safety Plan Emphasis Areas



- 1. Speed Related EA added this year

District Crashes by Emphasis Area (2023 Safety Plan)					
	Intersection Safety	Speed Related	Roadway Departure	Pedestrian Safety	Wrong Way Driver
K	545	999	858	532	62
A	4216	3612	3327	1147	71
Total	4761	4611	4185	1679	133



## Dallas District Emphasis Area Statistics

### Intersection Safety

Intersections make up majority of all KA crashes among the EAs. About 35% of KA crashes occur at intersections.

4761 KA Crashes

K Crashes: 2,373  
KA Crashes = 13,560.

### Pedestrian Safety

Vulnerable/No protection.

32%

of the KA crashes result in a fatality

1679 KA Crashes

### Speed Related

42%

of all Fatal crashes in the District

4611 KA Crashes  
999 K Crashes

### Wrong Way Driver

Tragic/Severe/High Profile

62%

of WWD KA crashes are Impaired

133 KA Crashes

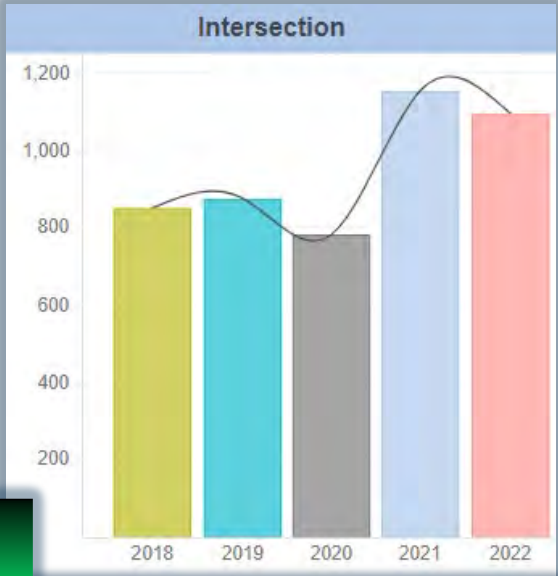
Goal: Narrow the focus of the Safety Plan to the areas of greatest need and potential for success.

### Roadway Departure

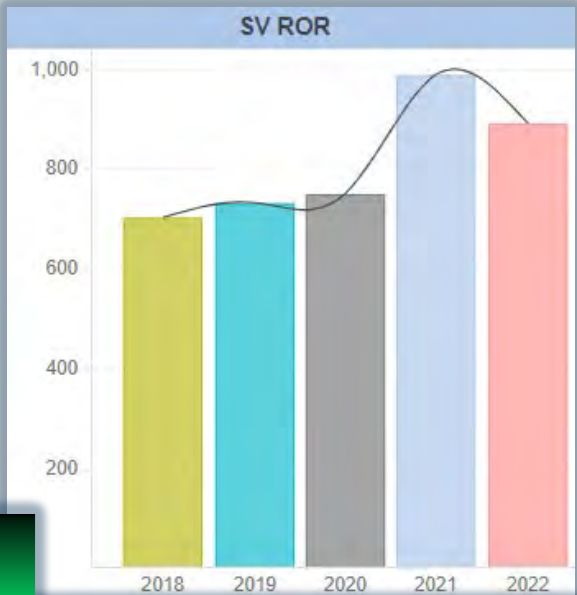
Highest KA crash type Statewide.  
When combined with Speed Related Crashes, most deadly combination in the District

4185 KA Crashes

# Crash Trends: Emphasis Areas (Annual Metrics 2018-2022)



Intersection Crashes decreased for 2022



Single Vehicle Run of the Road Crashes decreased for 2022



Pedestrian Crashes Increased for 2022

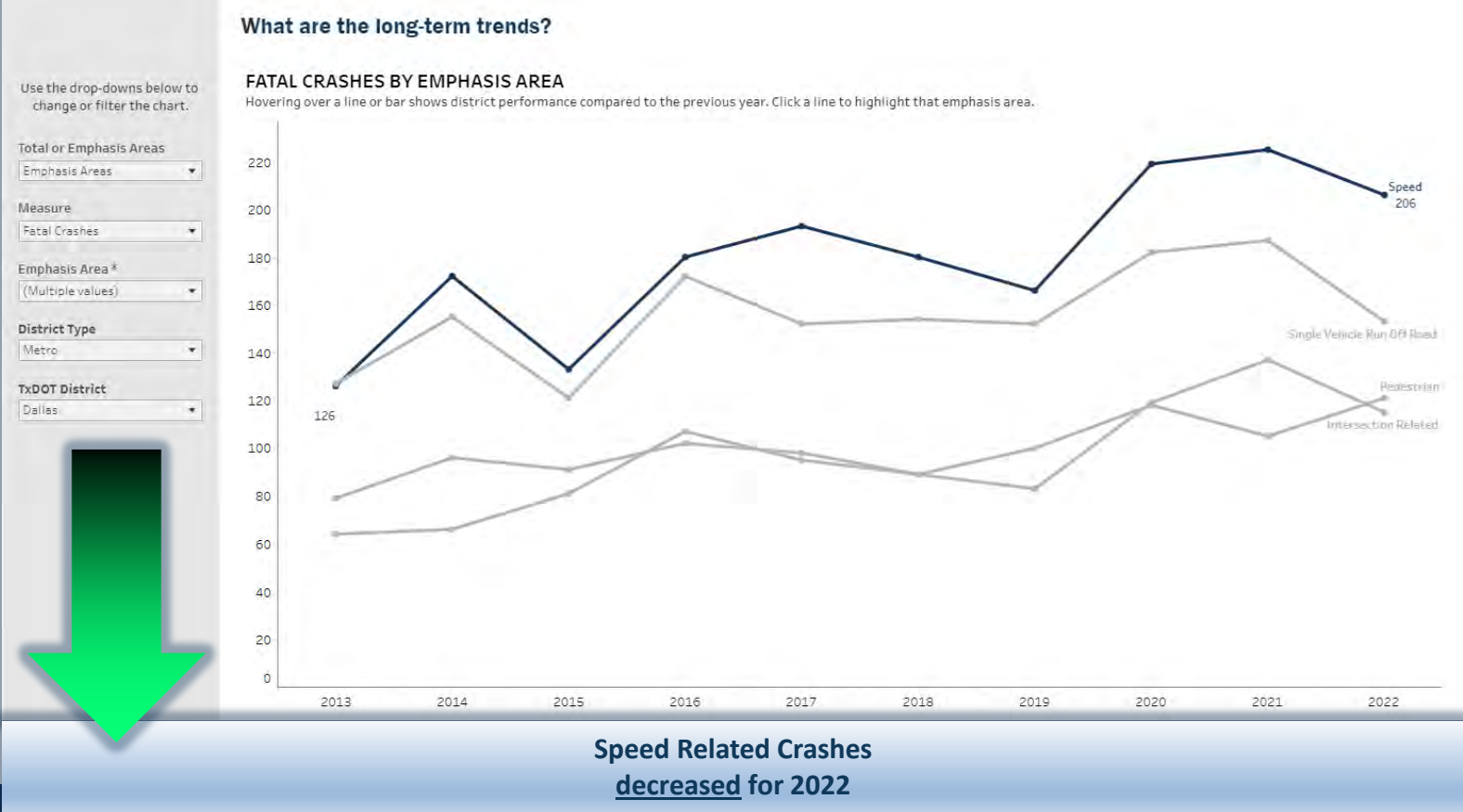
# Crash Trends: Emphasis Areas (Annual Metrics 2018-2022)













## Dallas District Emphasis Area Top Overlaps



Advanced Warning System for the end-of-Green (AWEGS) at signalized intersections on high-speed approaches.

INTERSECTION RELATED CRASHES					
KA Rank	Combination EA	KA		K	
		4761		545	
1	+ Speed	1126	23.65%	237	43.49%
2	+ Younger	990	20.79%	112	20.55%
3	+ Older	824	17.31%	124	22.75%
4	+ Motorcycles	636	13.36%	105	19.27%
5	+ Distracted	598	12.56%	41	7.52%
*	+ Impaired	580	12.18%	214	39.27%

Crashes often involve combinations of additional contributing factors.



## Notable EA Trends:

### Motorcycles

# of Fatal Crashes

**Declined**

from 94 to 59 from 2021 to 2022

### Older Road Users

3<sup>rd</sup> highest when combined with Pedestrians.  
Clear Equity concerns require attention to disadvantaged communities  
Last year's Plan noted location of concern on east side of Loop 12. Working with Dallas for holistic solution.

### Younger Road Users

In the Top 5 Contributing factor in 4 of the 5 EA Combinations.

### Impaired Driving

**39%**

of all Fatal crashes in the District  
(33% Statewide)

### Distracted Driving

Difficult to measure  
Closely associated with Rear End Crashes  
Per Crash Tree, Rear End collision types alone account for 821 KA crashes. Total of 1799 "admitted" distracted driving crashes



## Development of Our Safety Program is a Collaborative Effort

1



### District/Divisions

- Area Engineers, Maintenance Supervisors, Special Crews for Maintenance work
- Fatal Review Team
- Traffic Safety Specialists

2



### Local Governments/Stakeholders

- City Officials, County Officials, State Rep, etc.
- North Central Texas Council of Governments
- Developers, Research Group (TTI)

3



### Traveling Public

- Report Issues



## Education, Enforcement & EMS

### Area Engineer Relationships

Community, Law Enforcement, Local Governments

- winter weather coordination with Schools
- Project Coordination
- Law Enforcement in Work Zones

### Sharing Information Builds Relationships

- “How can TxDOT help your agency?”
- Outreach for HSIP project submittals for off-system crashes.
- AWECS System – Provide Data for law enforcement to sharpen/focus their efforts.

### Behavioral Traffic Safety

- Education Campaigns and interactions with community
- Attend Weekly District Fatal Review meetings for perspective & focused efforts
- Increased District involvement in BTS Events



### Courtesy Patrol Program

Coordination with Dallas Co. Sheriff  
Expanded the program to better serve communities:

- Extended into Rockwall and Ellis Counties
- Extended Hours of Operation (5a – Midnight)

# Development Process: Traffic Management Strategies & Technology



TSMO Plan, completed in September 2021

Sections divided among departments/staff for implementation

ITS Master Plan, complete July 2023

Identifies and prioritizes assets that enhance the coverage of technology and support traffic operations and safety along key routes throughout the District. Makes recommendations for technology-based opportunities.



## Intelligent Transportation Systems (ITS):

- 743 Cameras/ 143 DMS
- 3-4 Operators on the floor
- Waze/Crowdsourced data

## Traffic Incident Management (TIM):

- Communication/Feedback with law enforcement and EMS
- Training, efficient coordination

## Help Alerts:

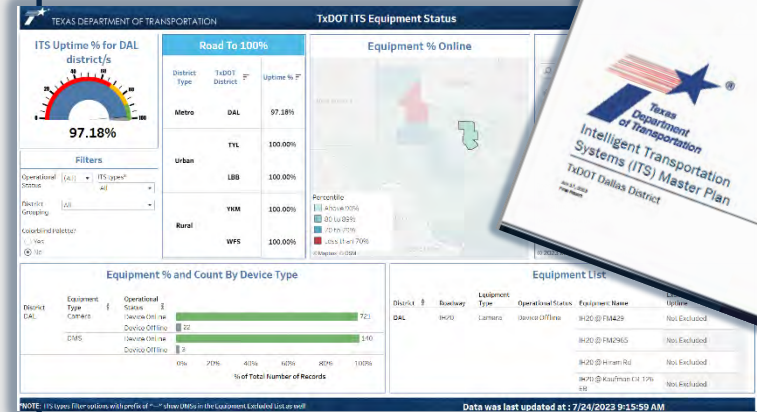
- Highway closures over 4 hours
- 23 Events reported since inception
- Well-received by the public

## Flood Warnings:

- Testing a Text alert notification system for efficient responses

## Additional Technologies:

- AWECS, CENTRACS, MioVision
- IH-45 Innovation Corridor
- Over-height Detection Technology
- TCFC installation of RSUs underway
- Wrong Way Driver (WWD) Initiatives



# Development Process: Types of Projects - HSIP Targeted



## HSIP – Targeted Process

*Reactive project selection & screening*



### ➤ Reactive Project Selection

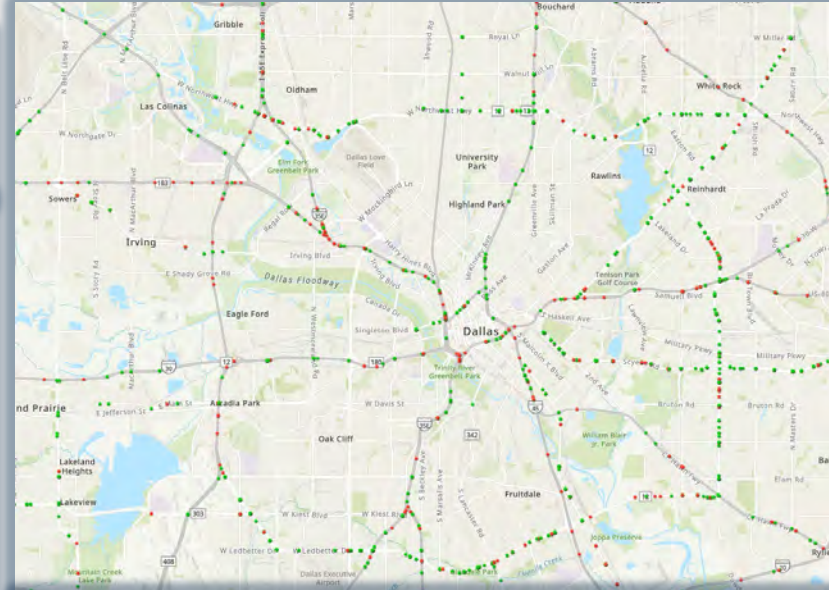
- Coordination with Local Governments, Area Offices, Maintenance Sections
- Fatal Crash Reviews
- Analyze crash maps based on emphasis areas by County and Crash Type.

### ➤ Screening process

- District identifies potential projects
- Analyze crash data/reports
- Review roadway characteristics
- Calculate SII scores/Estimate costs
- Cross check with other funded projects to finalize project list

## HSIP Project Map

Projects in ArcGIS by FY  
*and soon by Emphasis Area for visual overlay of projects & crash trends*



## Interactive ArcGIS Crash Tool

Tool filters by crash severity (K & A), County, on or off-system, and Emphasis Area  
Visual tool to see the locations of KA crashes and the locations of safety projects

# Development Process: Types of Projects - HSIP Systemic Deployments

## HSIP - Systemic

Developed potential HSIP projects for roadway departure, intersection, & ped emphasis areas

### ➤ Roadway Departure

- Focus on median barrier and narrow roads
- Identified gaps in system Districtwide
- Prioritize based on roadway characteristics, ADT, and future growth

### ➤ Intersection

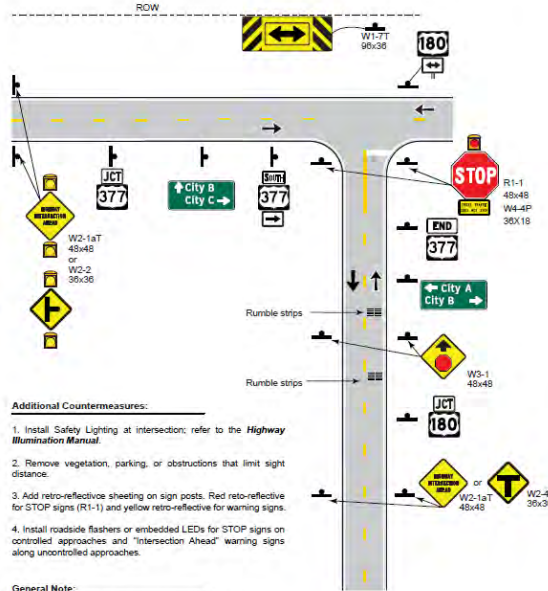
- Focus on addition of turn lanes and signal improvements

### ➤ Pedestrian

- Lighting, sidewalks, ramps, APS units for crossing

## Rural Intersection Improvements Exhibit

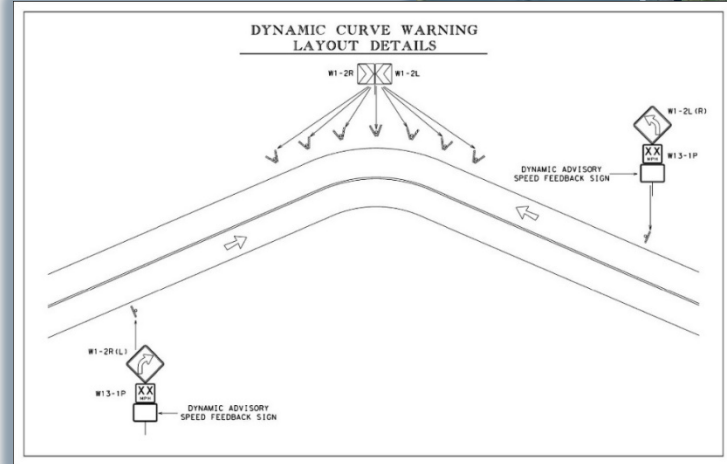
Two On-System Roadways



**General Note:**  
1. The sequence of signage is an example and only shown for one controlled approach and one uncontrolled approach.

## Rural T-Intersection Improvements

22 Locations identified throughout the District.  
Prioritized by crash rates



## Speed Feedback Signs w/LED Curve Warnings

20 Locations identified throughout the District.  
Prioritized by crash rates.

# Development Process: Types of Projects - HSIP City Partnerships



## City Partnership Projects



- **FY 24-26 HSIP CFP**
  - 47 Projects
  - \$26.2 M
  - 9 Cities w/Projects Selected
- **FY 23-25 HSIP CFP**
  - 37 Projects
  - \$26.5 M
  - 9 Cities w/Projects Selected
- **FY 22-24 HSIP CFP**
  - 30 Projects
  - \$12.5 M
  - 5 Cities w/Projects Selected
- **Project Descriptions**  
Signal Improvements, Lighting, Signs,  
Turn Lanes, Speed Feedback  
Signs/Curve Channelization, etc.

## 9 cities awarded projects in the 2022 Call for Projects



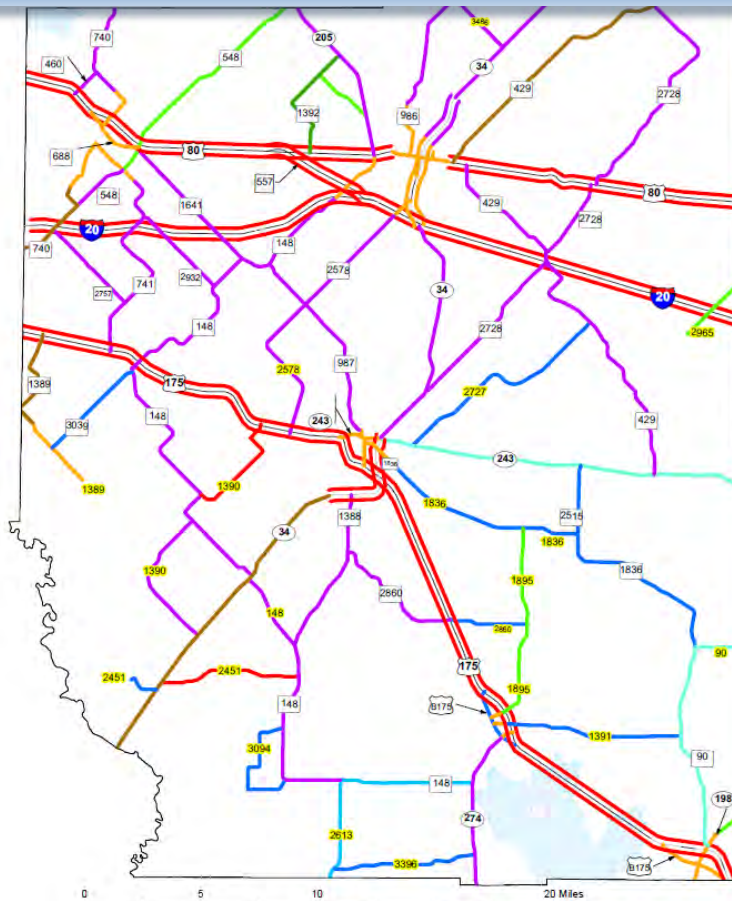
# Maps: Texturing

## KAUFMAN COUNTY

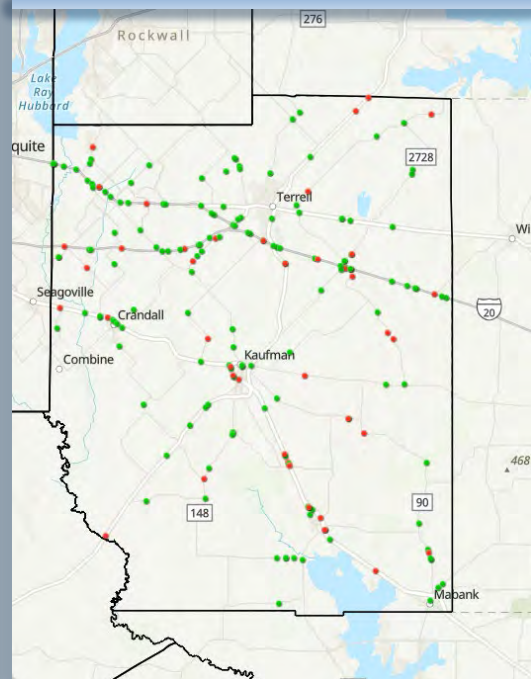
### Dallas District Texture Types

- Curb and Gutter/Speedlimit under 45MPH
- Milled - Center/Profile Edgeline
- Milled - Centerline and Edgelines
- Milled - Centerline
- Milled - Inside/Outside Edgeline
- Milled - Inside Edgeline
- Milled - Outside Edgeline
- Planned - Milled
- Planned - Profile
- Profile - Centerline and Edgelines
- Profile - Centerline
- Profile - Inside/Outside Edgeline
- Profile - Inside Edgeline
- Profile - Outside Edgeline
- Asph
- CRCP/JCP

### Kaufman County Texturing Map



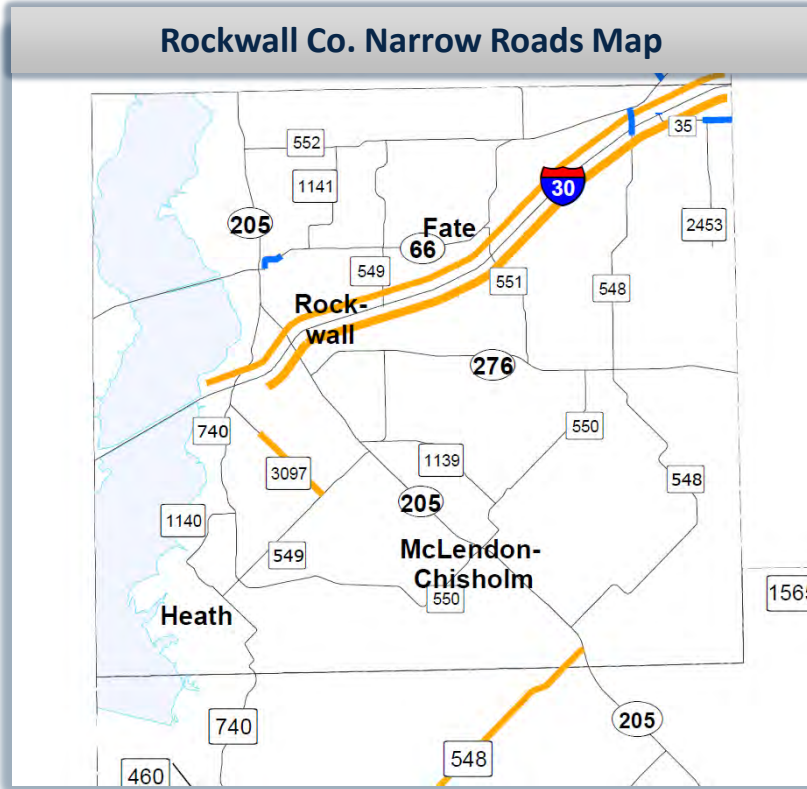
### Roadway Departure Crash Map



# Maps: Narrow Roads



## ROCKWALL COUNTY



**NARROW ROADS = 24ft or Less**

Not Programmed

Under Construction or Programmed

# Maps: Median Barrier



Kaufman/Rockwall County

## Kaufman Co.



## Rockwall Co.



## DALLAS DISTRICT MEDIAN BARRIERS & TYPES

### Barrier Type

CTB Barrier

Cable Barrier

HSIP FY23 Project

MBGF Median Barrier

Median Width >70'

Replace Cable with CTB

Under Construction

Asph

CRCP/JCP

# District Project: Evaluation - Before and After



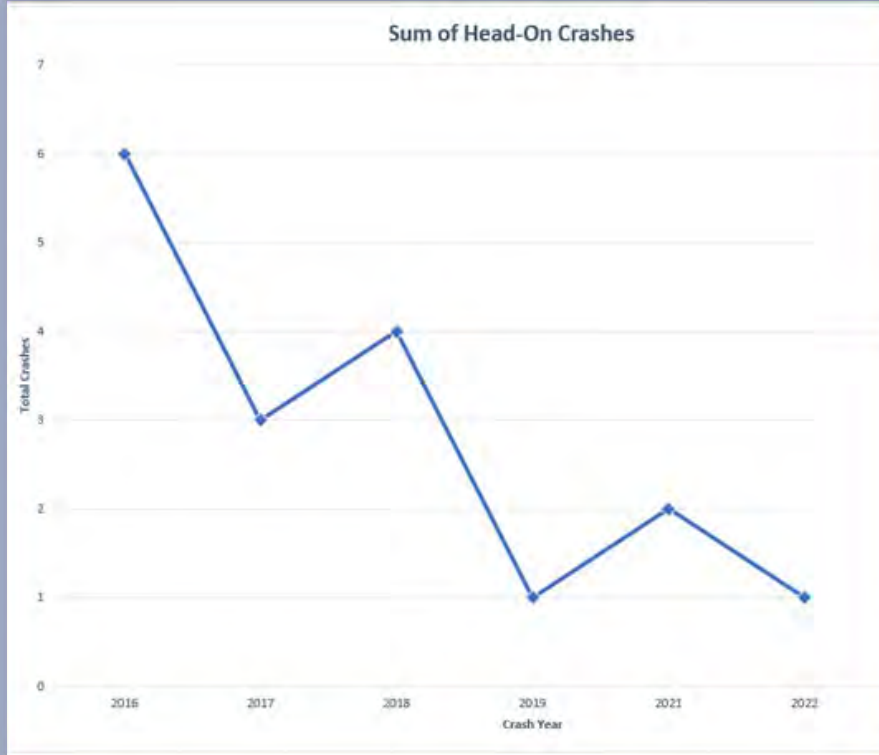
COLLIN COUNTY



**BEFORE**

**AFTER**





## Head-On Crashes

**Location:** US 380 (from FM 1827 to S. 4<sup>th</sup> Street)

**Scope:** Install raised medians throughout the corridor in place of two-way left turn lane (TWLTL). Construction was completed in 2019. Head-on crashes were pulled using CRIS from 2016 to 2022.



# HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

**TxDOT.gov** (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit





# QUESTIONS?



#EndTheStreakTX



# 2023 Safety Plan Presentation

Fort Worth District



**1** FTW System Safety Goals, Statistics, Trends and Heat Maps

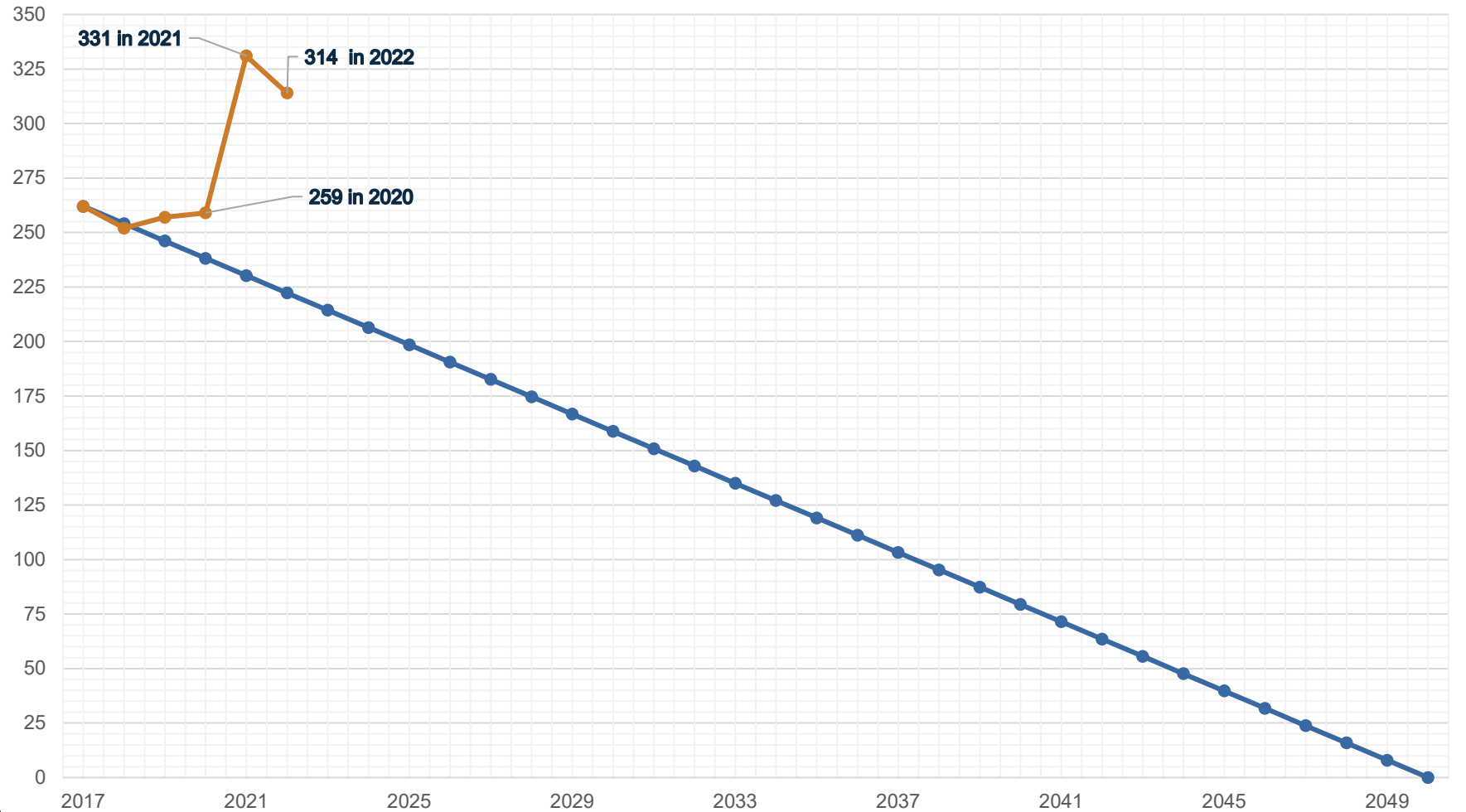
**2** Engineering Strategies

**3** Education and Enforcement Strategies

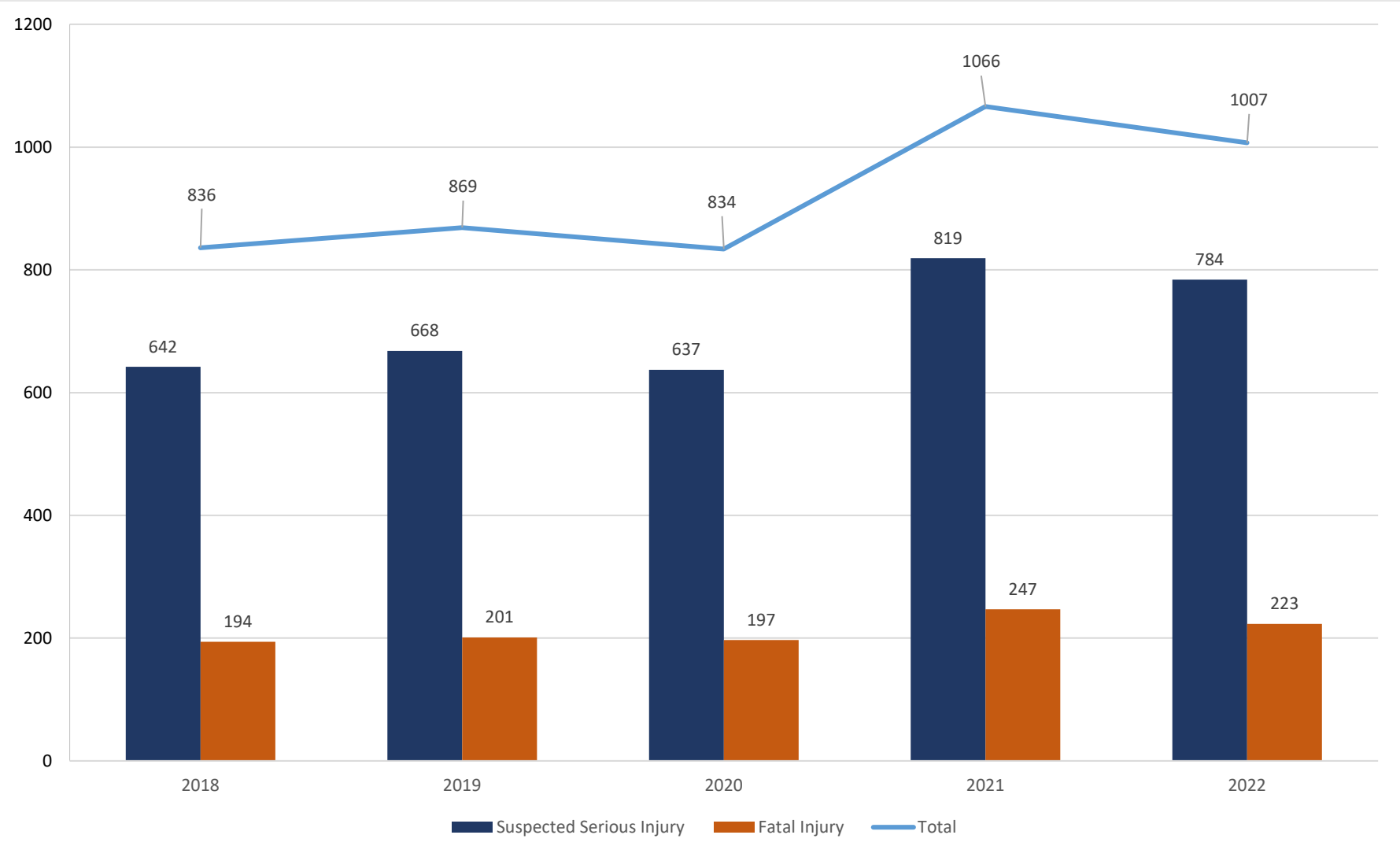
**4** Collaboration & Partnerships

**5** Questions and Answers

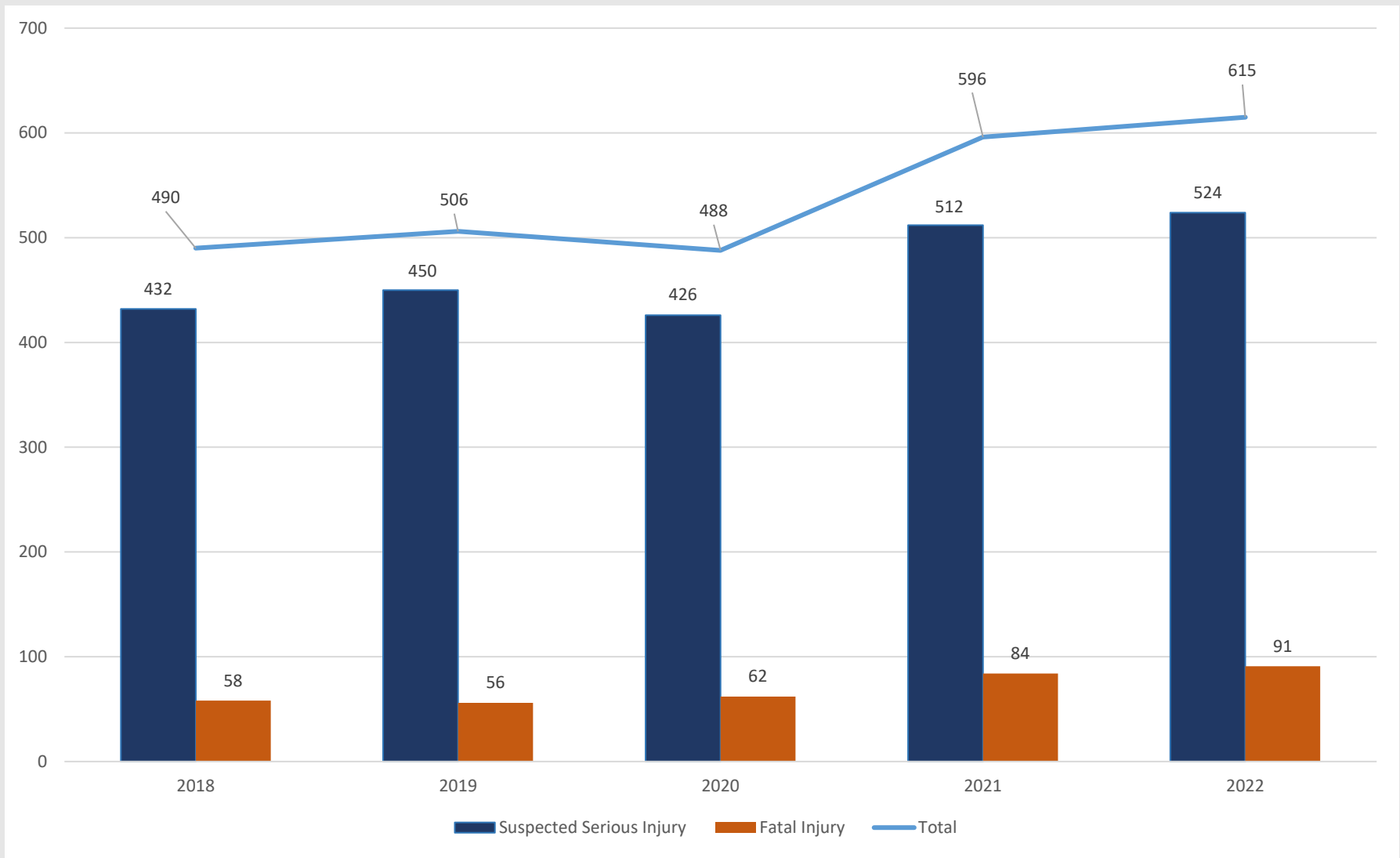
## Fatality Goal vs. Actual



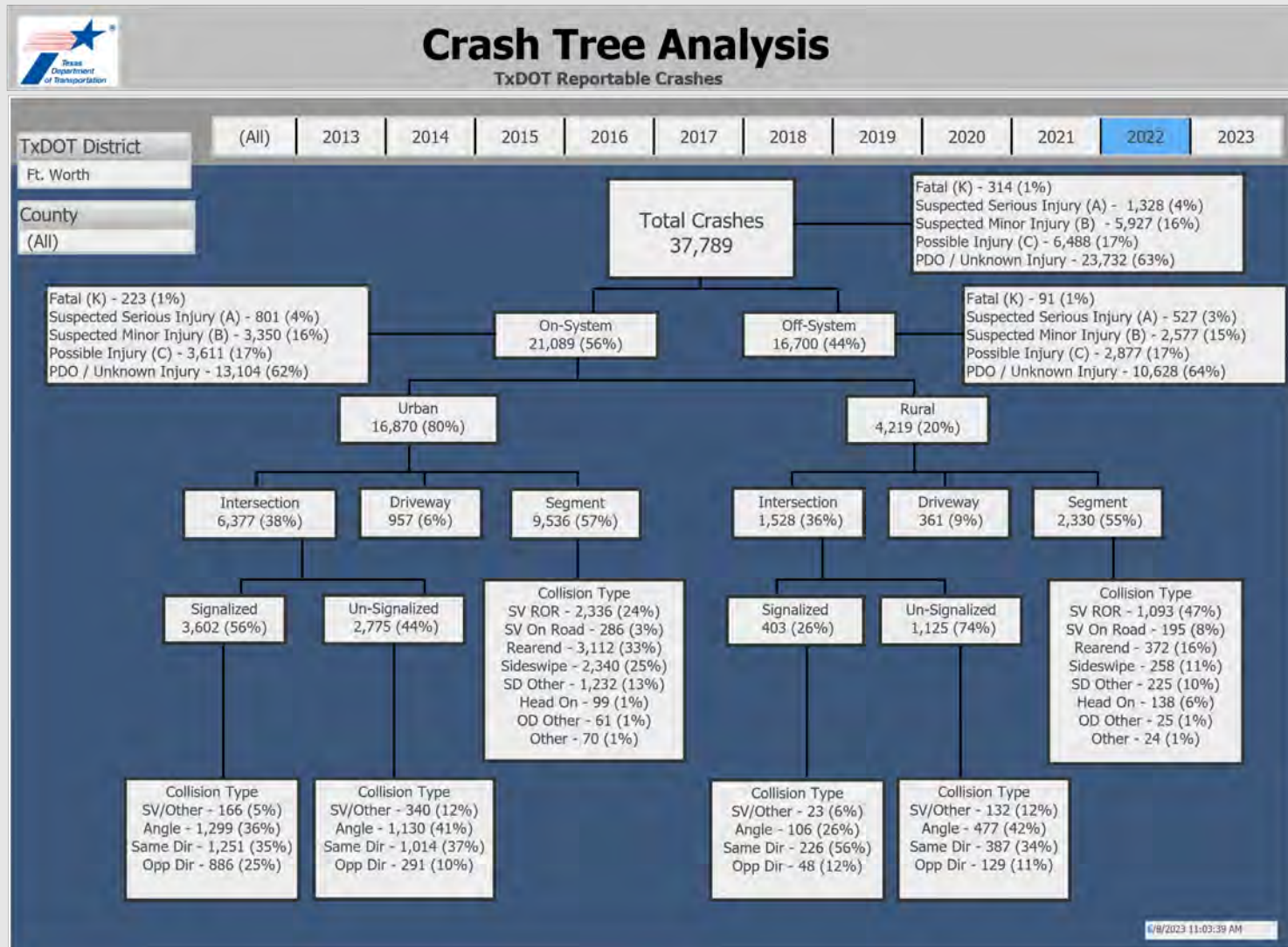
# 2018-2022 KA On-System Crash Trend



# 2018-2022 KA Off-System Crash Trend



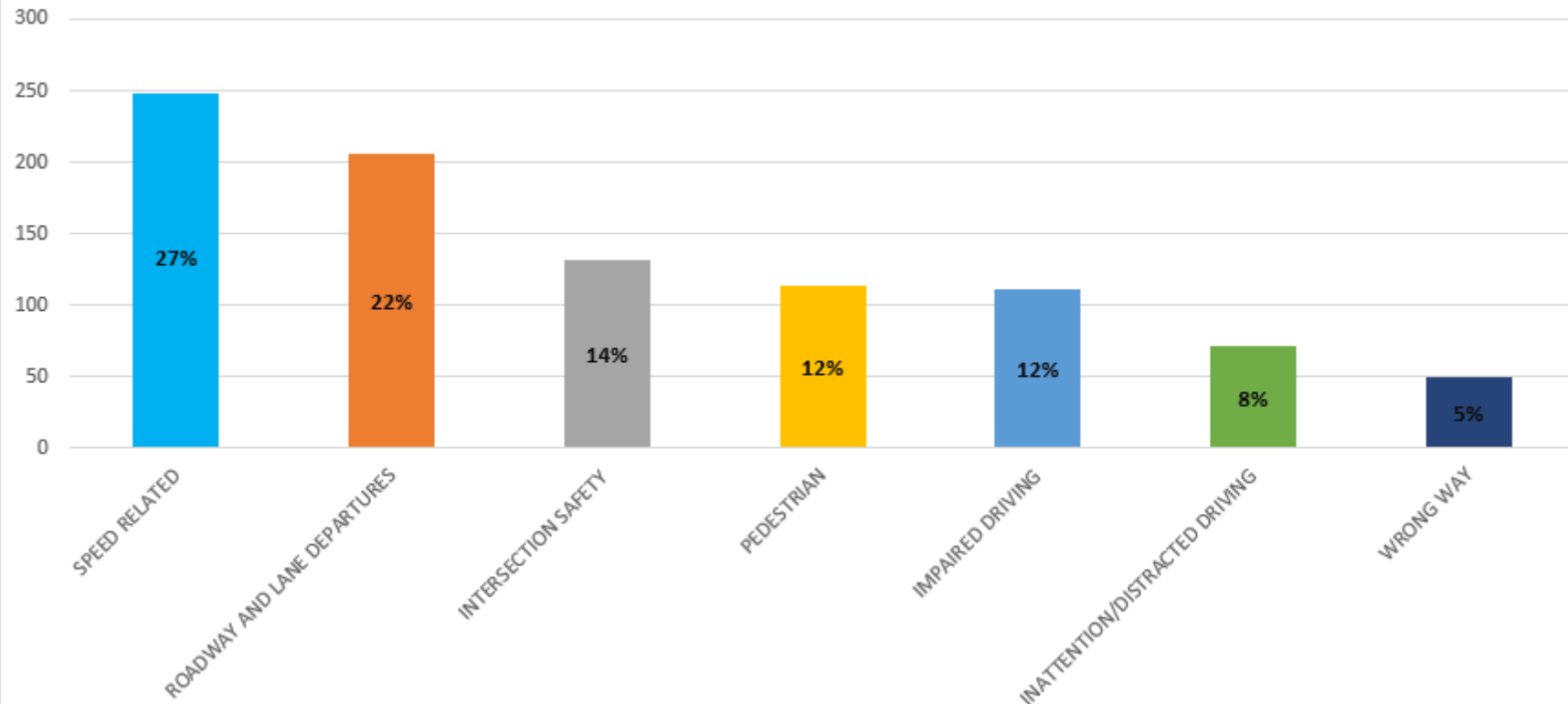
# Crash Tree-On System Breakdown





***As a District, our top emphasis areas continue to be speed related, roadway and lane departures, and intersection safety.***

5 Year Fatal Crashes



## Fatals Involving Vulnerable Drivers



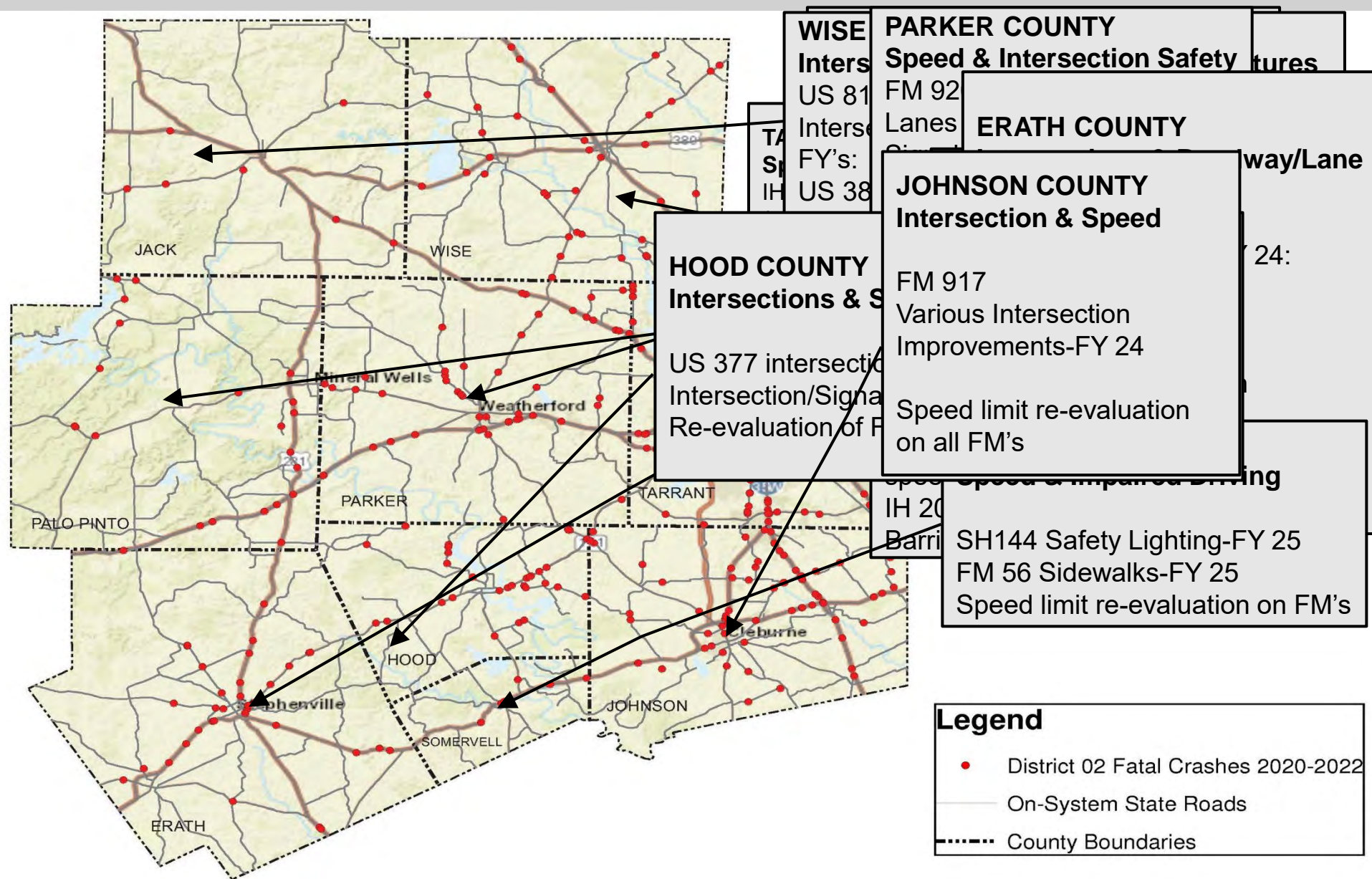
■ Younger Driver ■ Older Driver

# Emphasis Areas by County



2020-2022 Total KA and Emphasis Areas								
County	Total KA	Total K	% of Roadway and Lane Departures	% Pedestrians	% Intersection Safety	% Speed	% Impaired Driving	% Distracted
Tarrant	1776	406	21%	6%	17%	24%	5%	15%
Erath	122	35	24%	4%	27%	17%	11%	8%
Hood	115	30	10%	3%	30%	23%	11%	11%
Jack	27	7	11%	0%	26%	7%	37%	11%
Johnson	348	70	14%	3%	21%	28%	13%	10%
Palo Pinto	91	21	16%	1%	20%	26%	20%	9%
Parker	223	48	17%	3%	23%	26%	7%	14%
Sommervell	27	8	4%	7%	7%	30%	19%	15%
Wise	176	42	21%	1%	25%	20%	15%	9%
Total	2905	667	19%	4%	20%	24%	8%	13%

# Fort Worth District Hot Spots



## Project Lists

CAT1 Prioritized List

CAT 8 & CAT 11S

Pedestrian Safety Projects

Off System Projects

Traffic Operations Portfolio

- Traffic Signal 4-year plan
- Illumination 4-year plan
- ITS 4-year plan
- Signing 4-year plan
- Striping 4-year plan
- Rail Safety Projects

## HSIP focus on:

Signal upgrades, backplates,  
FYA, ped improvements for on  
and off-system

Intersection improvements

Safety Lighting

Wrong Way Driving Project-  
US 287

HSIP Selection Method	2020 Call	2021 Call	2022 Call
On System Targeted	\$ 3,922,174	\$ 4,277,583	\$ 1,642,570
Off System Targeted	\$ 15,318,853	\$ 1,042,564	\$ 3,723,290
Systemic	\$ 8,751,380	\$ 2,608,279	\$ 9,981,348

## CAT 11s:

### **\$39M programmed**

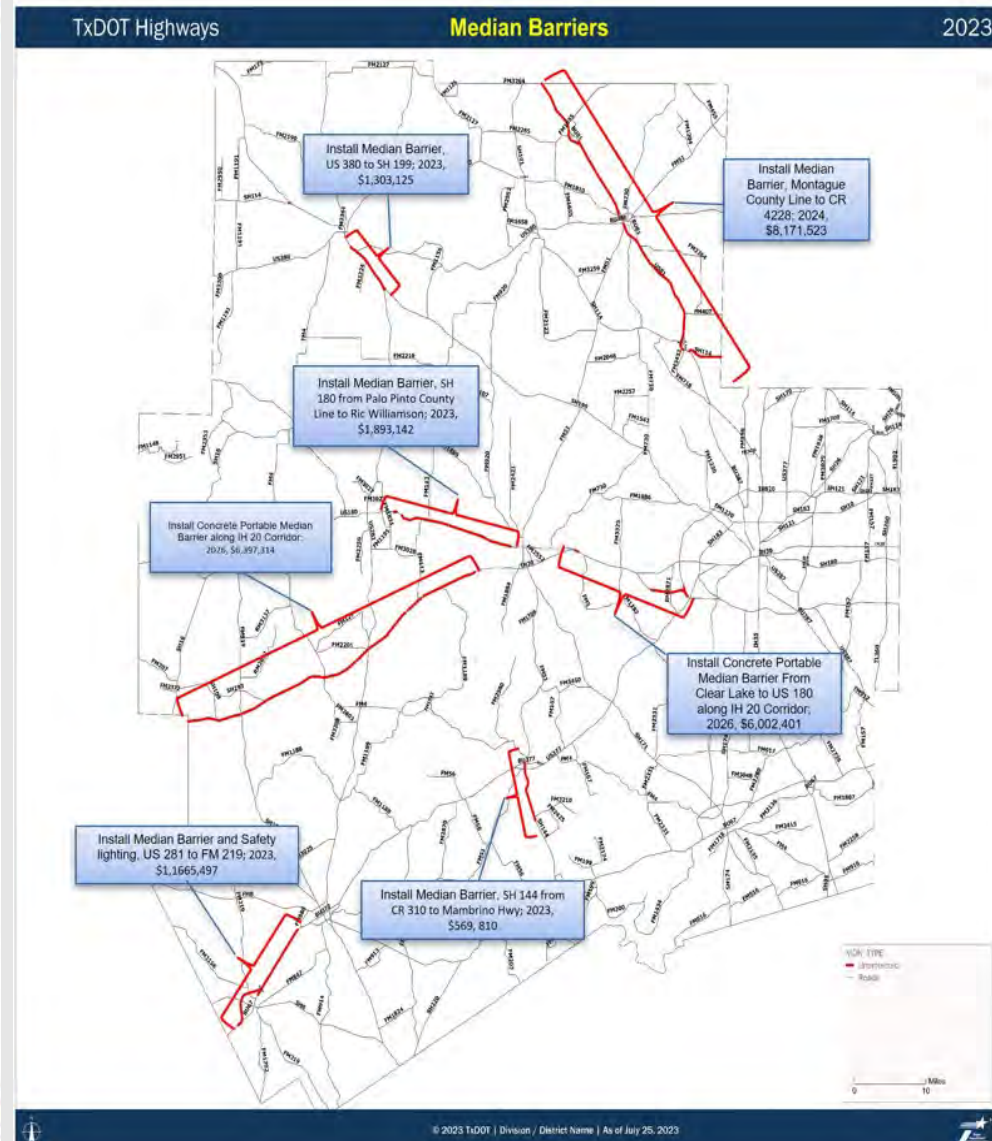
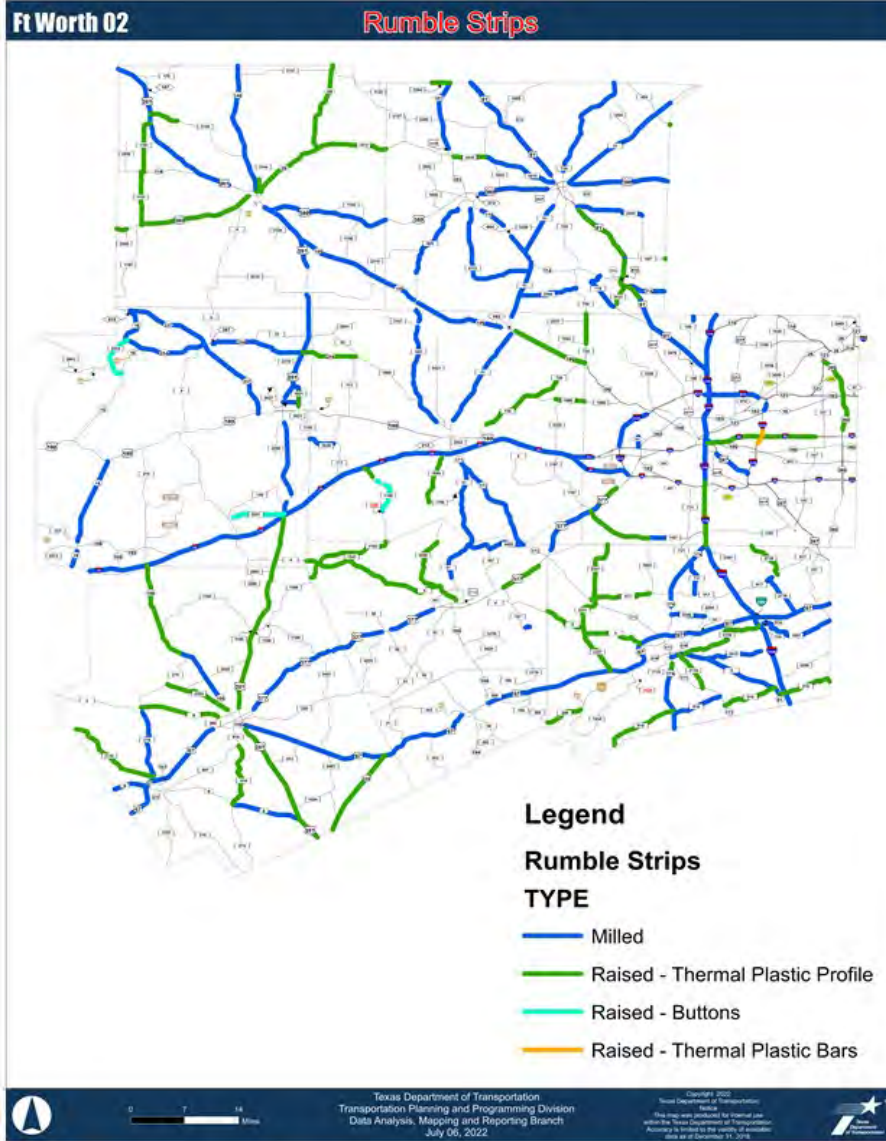
- Year 1 of Striping Program
- IH 20 Concrete Median Barrier
- Pedestrian deterrent projects on IH 35W and IH 20

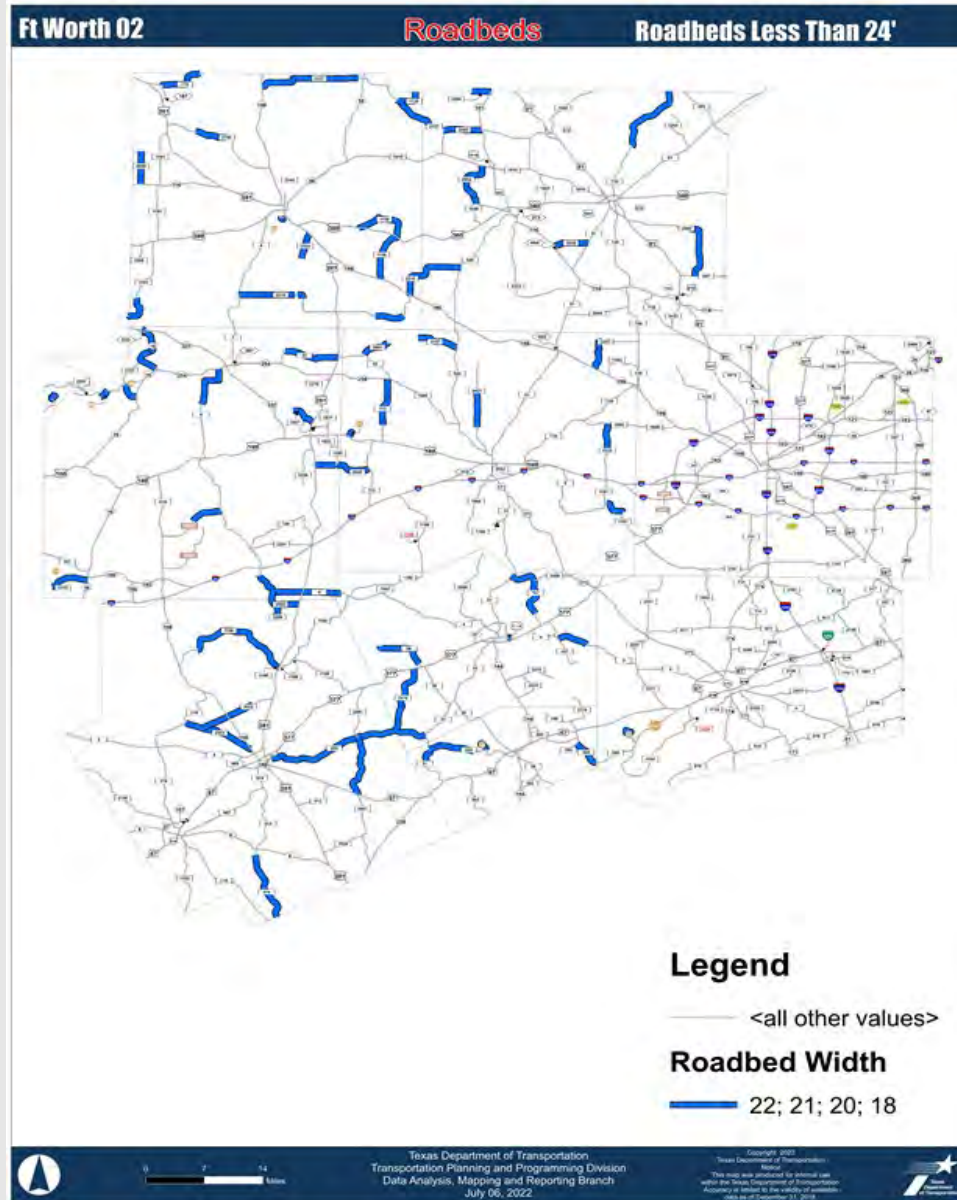
## Off-System Focus:

### **\$83M programmed**

Focus on Safe Routes to School, pedestrian safety, and  
intersection & operational improvements

# System Gaps-Rumble Strips and Median Barriers





- Traffic Operations 4-year plan w priorities
  - ~\$10M/year program

Asset	Current Construction	Current RMC
Signals	\$15M	\$200,000
Signs	\$2.5M	\$275,000
Illumination	\$8.0M	\$493,024
ITS	\$12M	\$2.5M (statewide contract)

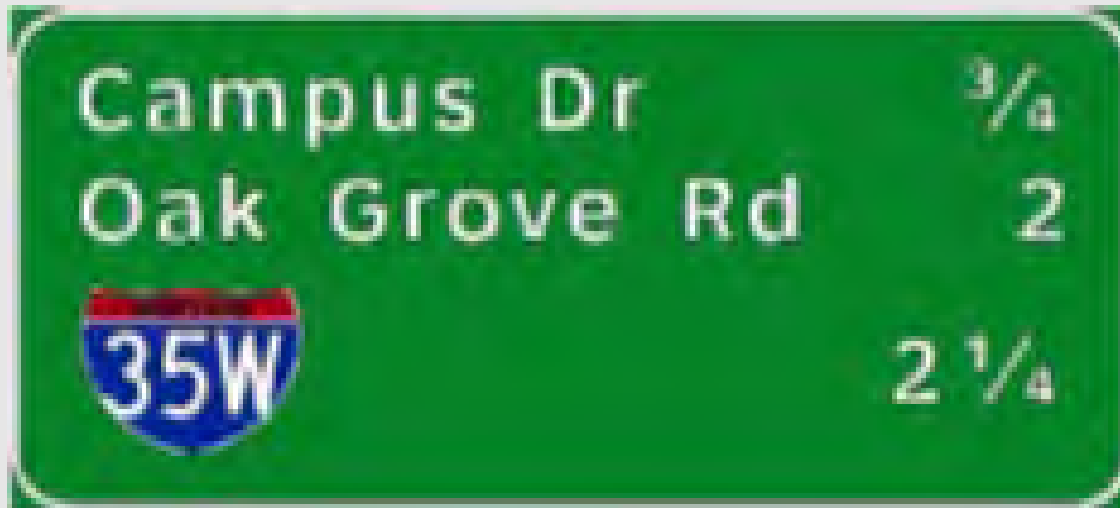
**2022-**  
-7 new signals  
-8 upgrades  
-FYA & Backplate  
upgrades  
-68 upgrades identified  
in 4-year plan

Traffic Signals

Illumination

-SH 199 new system  
-Jacksboro HS  
safety lighting  
-IH 820 & IH 20 High  
Mast Repairs  
-IH 35W new system  
-Elecsys System

- **District Ownership & Oversight**
  - District Lead Sign Tech/crew
  - Quarterly Sign Crew Meetings
  
- **Guide sign upgrade/repairs**
  - Needs identified in 4-year plan
  - Replaced 6200 SF in Tarrant, Johnson and Hood counties
  - Completed IH 20 and US 287 for a total of 45,000 SF
  - Replaced 4 OSB structures
  - Next FY we will replace the rest of IH 35W, SH 360, IH 820 and SH 199



## 4 YEAR PLAN (PAV MRK PROGRAM)

### 2023

	PRIORITY	HWY	FROM	TO	DESCRIPTION	ESTIMATE
1	Tarrant	IH				
2	Johnson	IH				
3	Parker/Palo Pinto	IH				
4	Jack/Wise	NO IH PRESENT				
5	Erath/Hood/Somervell	IH				

\$16,566,137.28

Total 2023

### 2024

	PRIORITY	HWY	FROM	TO	DESCRIPTION	ESTIMATE
1	Tarrant	US				
2	Johnson	US				
3	Parker/Palo Pinto	US				
4	Jack/Wise	US				
5	Erath/Hood/Somervell	US				

\$33,714,166.04

Total 2024

### 2025

	PRIORITY	HWY	FROM	TO	DESCRIPTION	ESTIMATE
1	Tarrant	SH				
2	Johnson	SH				
3	Parker/Palo Pinto	SH				
4	Jack/Wise	SH				
5	Erath/Hood/Somervell	SH				

\$37,190,739.46

Total 2025

### 2026

	PRIORITY	HWY	FROM	TO	DESCRIPTION	ESTIMATE
1	Tarrant	BUS/FM/All others				
2	Johnson	BUS/FM/All others				
3	Parker/Palo Pinto	BUS/FM/All others				
4	Jack/Wise	BUS/FM/All others				
5	Erath/Hood/Somervell	BUS/FM/All others				

\$113,021,184.76

Total 2026

0902-00-369 programmed for 6/24 \$7.5 w CAT 115

0725



## PEDESTRIAN SAFETY ACTION PLAN

Summary Statistics

Fort Worth District

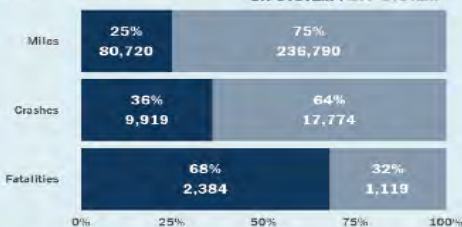


### STATEWIDE Pedestrian Crashes<sup>1</sup> (2017-2021)

**27,693** Crashes

**80,720** Miles<sup>2</sup>

#### ON-SYSTEM v OFF-SYSTEM



#### INTERSECTION v NON-INTERSECTION CRASHES



<sup>1</sup>All reportable pedestrian crashes.  
<sup>2</sup>On-system miles.

### DISTRICT WIDE Pedestrian Crashes (2017-2021)

**2,174** Crashes

8% of statewide crashes

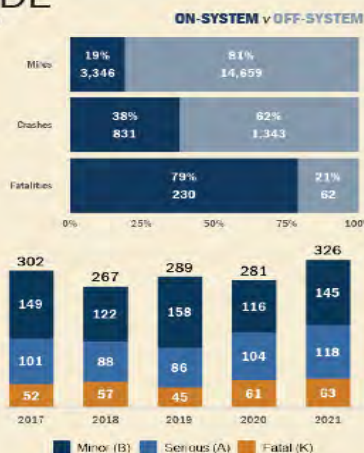
**18,005** Miles

6% of statewide miles

**280** Pedestrian Fatalities  
15% of district fatalities

**514** PEDESTRIAN Serious Injuries  
7% of district serious injuries

PEDESTRIAN CRASHES BY INJURY SEVERITY



### FACTORS AND CONDITIONS<sup>3</sup> FOR ALL PEDESTRIAN CRASHES

**51%** Low light conditions

**35%** Pedestrian failed to yield to vehicle

**19%** Driver or pedestrian inattention

<sup>3</sup>As reported by the investigating police officer as the time of the crash

### VULNERABLE POPULATIONS

**20%** Involved a child pedestrian aged 16 and younger

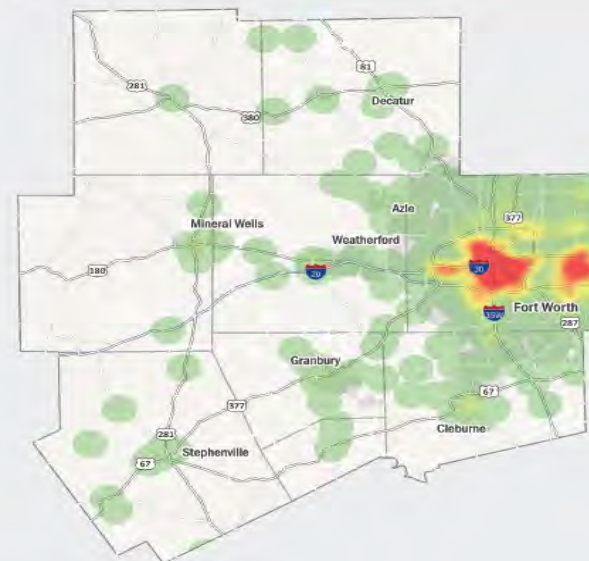
**10%** Involved an adult pedestrian aged 65 and older



### Data Filters

This summary includes pedestrian reportable crashes.

### District-wide Pedestrian Crash Heatmap



Interstate Highway  
US Highway  
State Highway  
FM Road  
Urban Area

Crash Density  
High  
Low

### FY 24-27:

- Over \$232M of pedestrian projects programmed
- Pedestrian barriers programmed for IH 35W and IH 20
- Video Analytics Pilot Project

- Video Wall Upgrade

- ITS Plan

System Gaps

Upgrades

- Asset Uptime

ITS Maintenance Contract

- WWD Devices

17 devices in operation/26 under construction

2 new corridors identified

YEAR	WWD ALERT	Self-Correct	911 Notified	PD Caught
2017	72	69	3	0
2018	83	76	7	0
2019	77	70	7	1
2020*	19	17	2	0
2021	160	152	8	3
2022 -(Jan-Dec)	151	144	7	2
TOTAL:	562	528-Self corrected due to the TAPCO system in place	34 out of 562 Entered our highways at Tapco Locations	6 of those 34 have gotten caught, some of the 28 may have auto corrected on the highway or gotten off before police could locate.

- **End of Queue Detection Systems**

IH 820/SH 121-Tarrant County

IH 20-Parker County

- **RFID Technology Pilot**

Communication between equipment  
hardhats-Johnson & Jack counties



- **Use of PCMS in Maintenance Work Zones**

- **Use of Speed Trailers in known problem areas**

FM 920-Parker County

- Construction Speed Zoning

- 9 zones established in 2022

- Maintenance Speed Zones

- 12 established in 2022
- 15 established in 2023

- Speed Zone Analysis

- Re-evaluation of all FM's in Parker, Palo Pinto, Hood, Erath, Somervell, and Johnson counties
- Evaluation of US 377 and FM 51



- Fort Worth Area Coalition on Traffic Safety (FACTS)
- Member of Tarrant County Child Fatality Review Team
- Child passenger safety program
- Community outreach events
  - Click it or Ticket
  - Rollover demos
  - Safety Fair
  - School outreach
- Attendance at FRT
- Participates in Traffic's monthly safety meeting



- 24 STEP grants across 13 local departments/agencies
  - 4 Agencies have grants that focus on commercial motor vehicle enforcement
  - Grant with the Tarrant County DA's office focuses on DWI enforcement
  - **\$1.5 million grants in Fort Worth District**

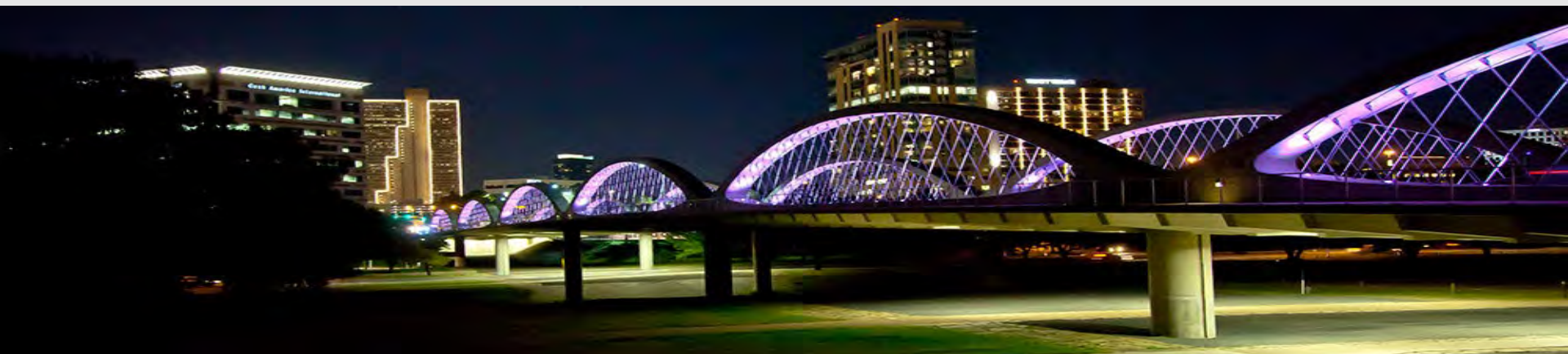


## Internal Coordination:

- Portfolio Meetings
- Director's Meetings
- Safety Leadership Focus
- District Leadership presence in sections

## External Coordination:

- HSIP Off-system collaboration
- Quarterly Meetings with cities
- School District Coordination-early coordination
- MPO Coordination:
  - Signal Retiming Program
  - Regional Safety Advisory Committee
  - Bicycle Pedestrian Committee
  - Intersection Safety Implementation Plan
  - 511 Enhancements
  - MPO Statewide Safety Task Force





# Questions?



# Getting to Zero



Tina Firgens, Deputy Director of Development  
Services/Planning Director

NCTCOG – Regional Safety Advisory Committee  
August 25, 2023

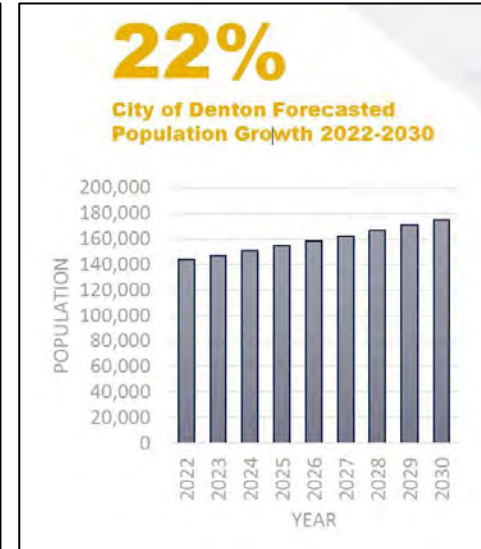
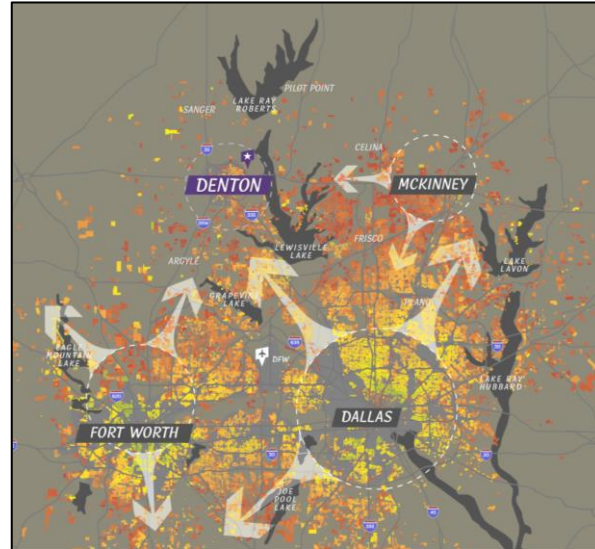
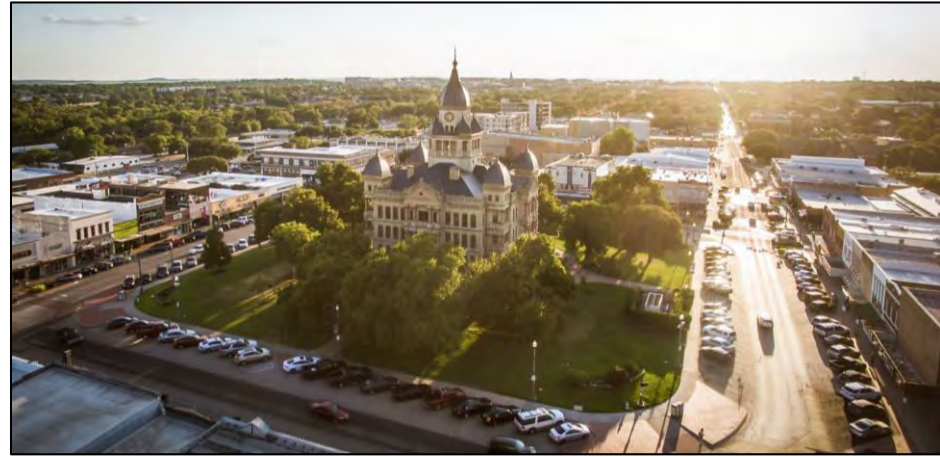


# Denton, TX

- Suburb of Dallas/Ft Worth
  - +/-30 miles north
- Population: 148K
- Corporate limits: 98.14 sq. mi.
- College town:
  - Univ. of North Texas
  - Texas Woman's Univ.
  - North Central Texas College

# Who is Denton, TX?

- Old and new
  - County seat
- Rapidly growing city
  - 5% population increase since 2020 (per US Census)
  - 22% population increase forecasted by 2030
- Roadway infrastructure = aged + undersized
  - Many TXDOT roadways
- Distribution hub



GETTING TO ZERO

# Denton, TX

## KEY POINTS

**01** LAYING THE GROUNDWORK

**02** PRIORITIZING SAFETY

**03** DENTON'S APPROACH

**04** TODAY & TOMORROW

**05** LESSONS LEARNED



# Laying the Groundwork

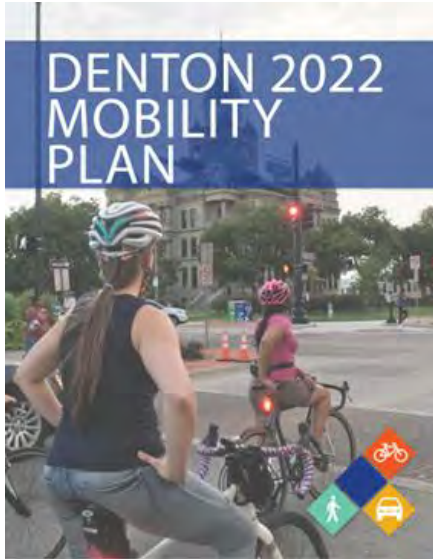
## Current Efforts

- Highway Safety Improvement Program (HSIP)
  - Received state funding to improve several intersections in the City
- Corridor Signal Coordination and Retiming
- Citywide Speed Study
- Transportation Criteria Manual and Standard Details Update (annually)



# Prioritizing Safety

## 2022 Mobility Plan



### Prioritize Safe Travel

- Establish a Vision Zero Action Plan(Goal 1)
- Utilize “Complete Streets” approach when improving Denton Streets(Goal 7)
- Acknowledge vulnerability

### Deliver an effective network for travel

### Facilitate Alternative Travel Opportunities

### Leverage Innovation

#### GOALS

## 1

### Safety first : Develop and Implement Vision Zero Plan for Denton

**Objective 1A: Safety is the number one priority for the planning, design and maintenance of all transportation infrastructure.**

**Strategy 1.1:** Denton’s highest priority is protection of human life over other aspects involved in the planning, design and operation of Denton’s Transportation Network

**Strategy 1.2:** Design, evaluate, operate and enforce for safe speeds

**Strategy 1.3:** Institutionalize a culture that prioritizes safety for all modes of transportation within the City of Denton

**Strategy 1.4:** Acknowledge vulnerability of non-auto users and enhance safety through planning, design, evaluation and operation of all transportation infrastructure

**Strategy 1.5:** Minimize the potential for conflicts into the built environment

**Strategy 1.6:** Integrate safe design principles into the built environment

**Strategy 1.7:** Improve the ability of all transportation users to see and be seen

**Strategy 1.8:** Minimize the safety risks of highways and arterials by managing speed

#### Objective 1B: Promote safe behaviors

**Strategy 1.9:** Strategically implement education and enforcement initiatives around the top contributing factors of serious injury and fatal crashes

#### Objective 1C: Prioritize funding for safety improvements

**Strategy 1.10:** Identify and allocate annual funding for safety improvements within the City

**Strategy 1.11:** Pursue and secure local, state and federal funding for implementing safety improvements at intersections and corridors throughout the City

**Strategy 1.12:** Prioritize funding for capital improvement projects that include safety improvements

A low-angle, close-up shot of a person's legs and feet as they walk across a crosswalk. The crosswalk consists of wide, light-colored stripes on a darker pavement. The person is wearing dark trousers and dark shoes with light-colored soles. Their shadow is cast onto the pavement to the right. The text "Denton's Approach" is overlaid in a black serif font on the left side of the image.

# Denton's Approach

# Denton's Approach

## Why Vision Zero Assessment?

- Roadway deaths are rising, even in Vision Zero cities
- Move away from business as usual
- Re-think how to approach our safety practice to achieve reductions

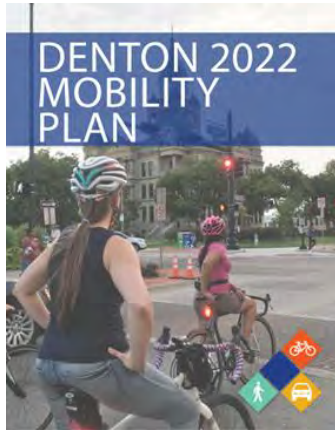


"If you always do what you've always done, you'll always get what you've always got" –  
Henry Ford

# Denton's Approach

## Phased Approach

- Phase 1: Self Assessment
- Phase 2: Develop the Vision Zero Action Plan
- Phase 3: Implementation & Monitor



Mobility Plan



Vision Zero



Budget



VZ – Phase 1

# Start with Information: Self Assessment

## Benchmarking the City vs. 10 Core Elements of Vision Zero



## CORE ELEMENTS FOR VISION ZERO COMMUNITIES

### Leadership and Commitment

#### 1. Public, High-Level, and Ongoing Commitment.

The Mayor and key elected officials and leaders within public agencies, including transportation, public health, and police, commit to a goal of eliminating traffic fatalities and serious injuries within a specific timeframe. Leadership across these agencies consistently engages in prioritizing safety via a collaborative working group and other resource-sharing efforts.

**2. Authentic Engagement.** Meaningful and accessible community engagement toward Vision Zero strategy and implementation is employed, with a focus on equity.

**3. Strategic Planning.** A Vision Zero Action Plan is developed, approved, and used to guide work. The Plan includes explicit goals and measurable strategies with clear timelines, and it identifies responsible stakeholders.

**4. Project Delivery.** Decision-makers and system designers advance projects and policies for safe, equitable multi-modal travel by securing funding and implementing projects, prioritizing roadways with the most pressing safety issues.

#### Equity and Engagement

Elevating equity and meaningful community engagement, particularly in low-income communities and communities of color, should be a priority in all stages of Vision Zero work.

### Safe Roadways and Safe Speeds

**5. Complete Streets for All.** Complete Streets concepts are integrated into communitywide plans and implemented through projects to encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes safe travel of people over expeditious travel of motor vehicles.

**6. Context-Appropriate Speeds.** Travel speeds are set and managed to achieve safe conditions for the specific roadway context and to protect all roadway users, particularly those most at risk in crashes. Proven speed management policies and practices are prioritized to reach this goal.

### Data-driven Approach, Transparency, and Accountability

**7. Equity-Focused Analysis and Programs.** Commitment is made to an equitable approach and outcomes, including prioritizing engagement and investments in traditionally under-served communities and adopting equitable traffic enforcement practices.

**8. Proactive, Systemic Planning.** A proactive, systems-based approach to safety is used to identify and address top risk factors and mitigate potential crashes and crash severity.

**9. Responsive, Hot Spot Planning.** A map of the community's fatal and serious injury crash locations is developed, regularly updated, and used to guide priority actions and funding.

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# Self-Assessment: Expected Outcome

## Self-Exploration

- Commitment
- Consistency
- Challenges
- Alignment with best practices

## Clarify & Prioritize Goals

- Leadership emphasis
- Design/Engineering
- Data Stewardship
- Equity Emphasis
- Systemic/Proactive Planning

## Action Planning

- Key opportunities and actions

# Methodology

## Workflow / Schedule

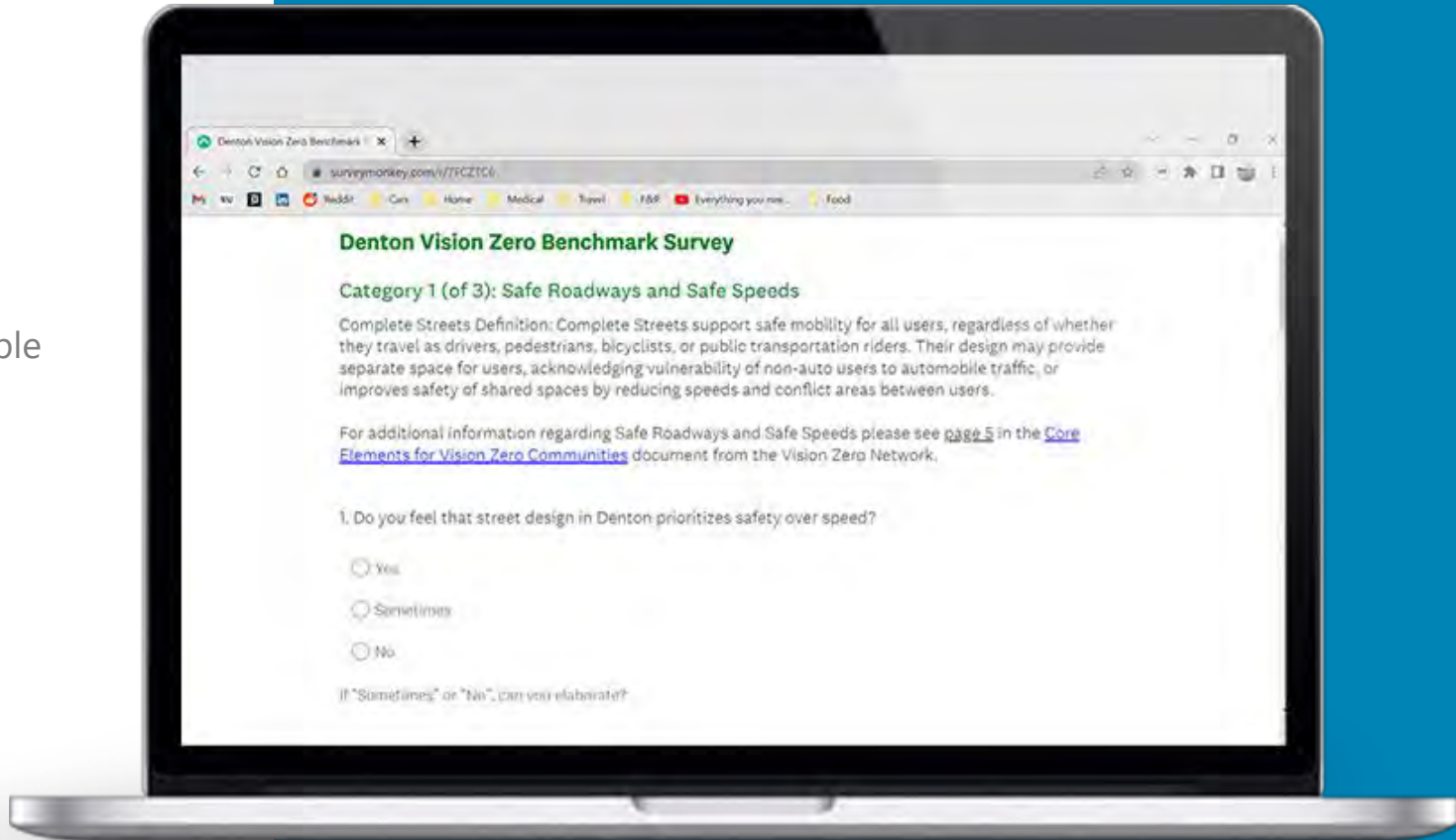
- March 2022: Kickoff & ID Stakeholders
- April – June 2022: Webinar, Survey and Interviews
- July – October 2022: Benchmarking & Workshops
- February 2023: Prioritized Actions



# Survey

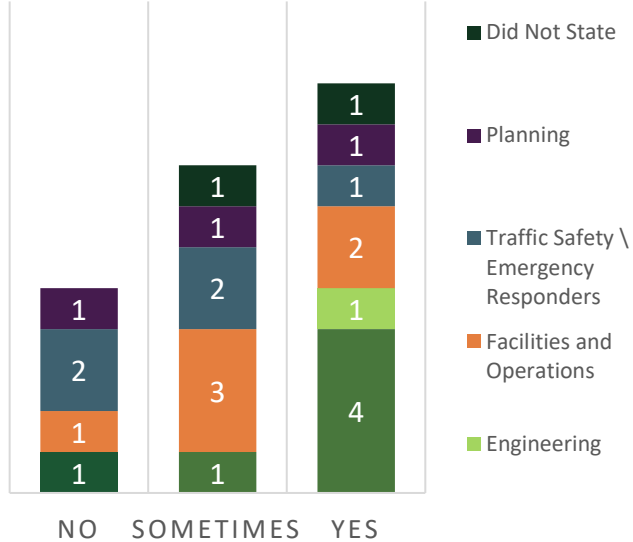
## Design

- Approx. 60 People
- 33 Questions
- 24 Responses

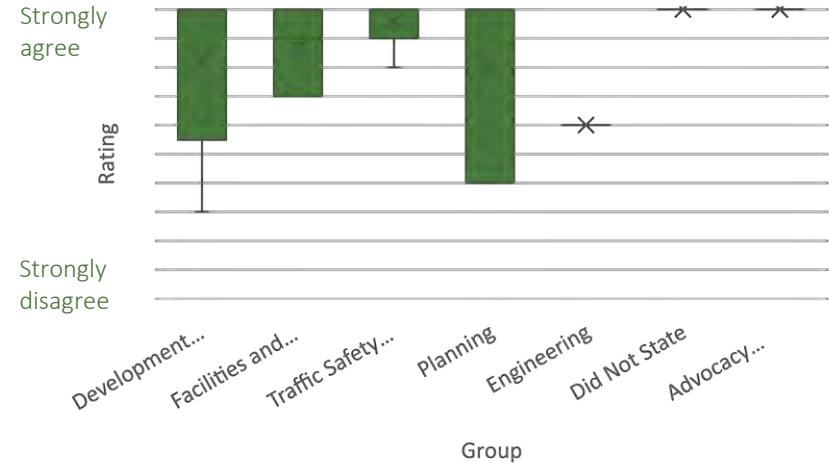


# Responses Survey

**Q1. Do you feel that street design in Denton prioritizes safety over speed?**

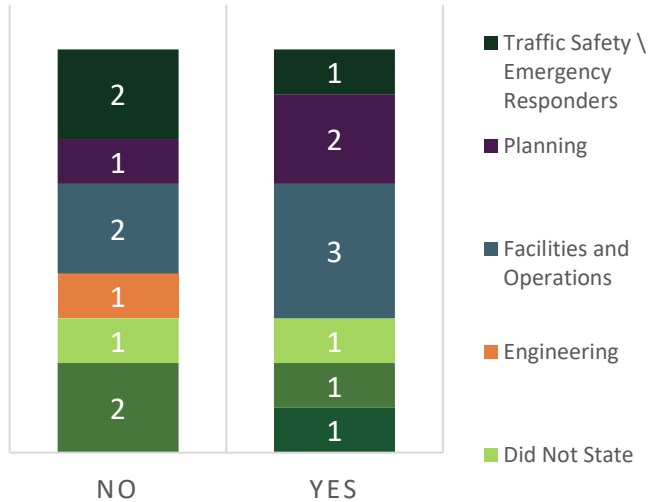


**Q8. Human life should always take priority over moving vehicles faster.**

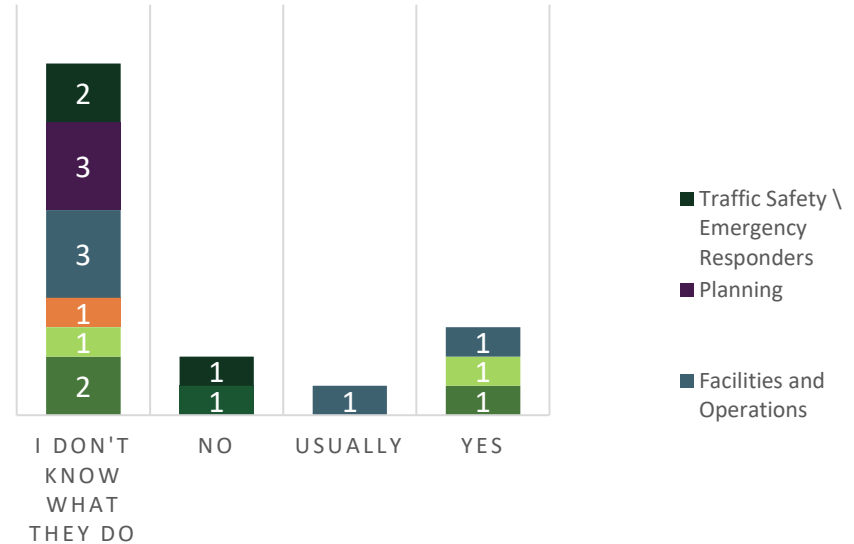


# Responses Survey

## Q16. Are you aware that Denton has a Traffic Safety Commission?



## Q17. Do you find the Traffic Safety Commission to be an effective avenue for addressing safety in Denton?



GETTING TO ZERO

# Initial Benchmarking

Benchmark	Not a Current Practice	Occasional Practice	Institutionalized Practice	Need Additional Information	
Key elected officials & leaders have made a public commitment to the goal of eliminating traffic fatalities & serious injuries within a specific timeframe.		✓			Some committed, but not institutionalized.
Key elected officials are consistently engaged in prioritizing safety via collaborative efforts.		✓			Survey response Q12 and Q14 indicate that elected officials are generally supportive of safety efforts, but Q19 indicates that they might not be consistently engaged.
Key stakeholders have made a clear, public statement in support of Vision Zero efforts and timeline.	✓				City staff & some stakeholders are supportive, but no formal VZ commitment (yet).
The stakeholder group is representative of the community at large.		✓			No VZ stakeholder group currently. Advocates not a significant element of current stakeholder group. But safety is council and TSC priority.
An interdepartmental safety working group regularly coordinates with leadership to discuss progress.		✓			Traffic Safety Commission meets; they are not well known internally or externally.

# Actions

Complete Streets for All	Benchmark	Actions
	The City has a Complete Streets Plan.	1. Identify if a complete streets policy would be important to develop to support the City's safety goals during the Vision Zero planning process. Document relevant actions in Vision Zero plan and task the lead agency with initiating process to turn them into official policies with documentation.
	The City has allocated adequate funding for the complete streets projects.	Current Practice - No Action Required
	Complete Street elements have been incorporated into the Thoroughfare Plan.	Current Practice - No Action Required
	Vulnerable users are prioritized in project planning and implementation.	1. Review and revise the current CIP scoring methodology to reward projects that integrate the safety of vulnerable road users.
	The City actively coordinates with neighboring municipalities to provide connections for people walking and biking.	Current Practice - No Action Required

# Actions (cont.)

Considerations/Comments for discussion	Complexity / Effort	Next Steps	Potential Best Practice
The City addresses Complete Streets in multiple documents including the Mobility Plan and transportation Criteria Manual. Complete streets policies are not addressed in a stand alone plan.	Moderate - The Denton Mobility Plan addresses all modes but there are elements that could be enhanced, and it lacks a framework for prioritizing trade-offs	Augment the Denton Mobility Plan with performance measures, a framework for prioritizing modes, and more detailed analysis of transit, bicycle and pedestrian circulation.	<a href="https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-atlas/policy-development/">https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-atlas/policy-development/</a> <a href="https://www.nctog.org/trans/plan/roads/complete-streets-context-sensitive-design">https://www.nctog.org/trans/plan/roads/complete-streets-context-sensitive-design</a> . Fort Worth Master Thoroughfare plans offers a path to selecting cross-sections (but is quite formulaic)
May require updating City procedures. Could benefit from a safety or complete streets checklist.	Moderate - Similar issues as Complete Streets Plan. Recommendations should be developed as part of VZ Plan.	VZ Plan should develop approach that would likely be implemented after adoption of the VZ Plan.	<a href="https://www.seattle.gov/documents/Departments/SDOT/PlanningProgram/CompSt_Checklist.pdf">https://www.seattle.gov/documents/Departments/SDOT/PlanningProgram/CompSt_Checklist.pdf</a>

# Today and Tomorrow

- Vision Zero Ph 2 Action Plan development stalled
  - Staffing vacancies (yes – we are hiring!)
  - Still have the funding for Phase 2! 😊
- SS4A funding – rethink about potential projects for these funding opportunities
- Continue with implementing context sensitive design approaches – applying the “safety lenses”
  - Capital projects – now inviting Planners to the conversation early in project
  - How do we better engage the community and communicate with them
  - Pedestrians and bicyclists – must identify solutions to protect them too!
  - Influencing site design through our development review process



# Today and Tomorrow

- Changed our organizational approach and mindset to a “safety first” perspective
  - City management buy-in
  - Created Transportation Planning Division
  - Moved positions in the organization
  - Project design and implementation

# Lesson's Learned

- Think creatively – can we phase our VZ program?
  - Used the funds/resources we already had
  - Allowed us to identify current successes and the challenges we may face in the future
  - Phase 1 results provides us the basis for developing our Phase 2 action plan
  - Which stakeholders may be our program champions?
- Staff losses are brutal – the new reality right now
  - Loss of project knowledge and professional expertise
  - Existing staff having to learn and pick up where others left off



# Lesson's Learned

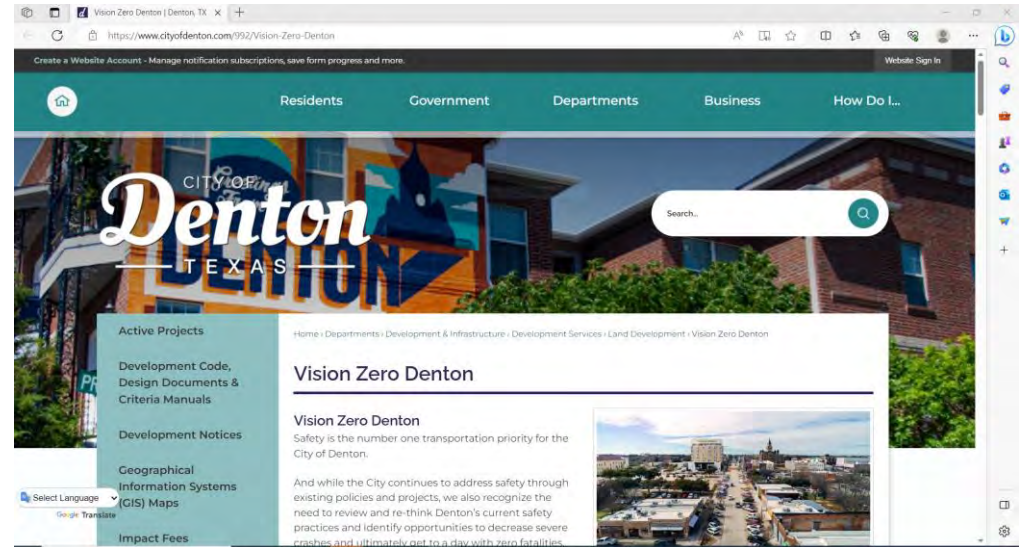
- Take credit for current wins! – what are we already doing that infuses safety into other aspects of our project?
  - HSIP, context sensitive design, speed studies, manual updates
  - Influencing site design through City's development review process (current planning)
- Mobility Plan – does it address safety as a priority?
  - Provides policy support for future funding requests
- Work with your Police Dept to obtain better data to understand the incident on your DOT facilities; meet regularly
- Your organization can adapt towards a Safe Systems Approach – just take a different path

GETTING TO ZERO

# For more information...

## Vision Zero Denton

- Project methodology
- Stakeholder listing
- Survey results
- Benchmarking results
- Follow-up actions needed



[cityofdenton.com/992/Vision-Zero-Denton](https://www.cityofdenton.com/992/Vision-Zero-Denton)

GETTING TO ZERO

# Team

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# Getting to Zero



Tina Firgens, Deputy Director of Development  
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